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HISTORY
of the
AIR RESCUE SERVICE

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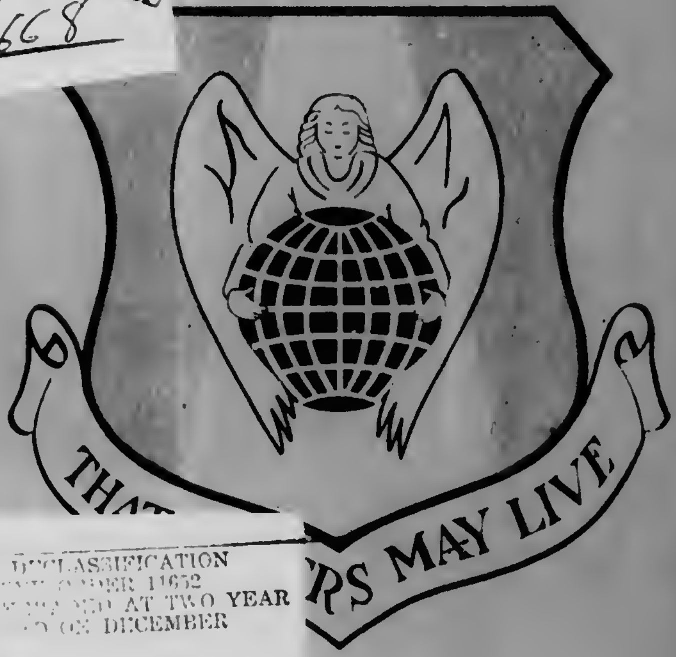

CLASSIFIED BY ... GENERAL DECLASSIFICATION
SUBJECT ... ORDER 11652
SCHEDULE ... AT TWO YEAR
AUTOMATICALLY ... ON DECEMBER
INTERVALS ...
31, 1973

1 January - 31 December 1965

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VOLUME XI - SUPPORTING DOCUMENTS

Hq ARRS
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COPY 1 OF 3

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HISTORY OF THE AIR RESCUE SERVICE

1 January - 31 December 1965

SUPPORTING DOCUMENTS

Volume XI

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HISTORY

OF

38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

TAN SON NHUT AB, REPUBLIC OF VIET NAM

1 JULY - 30 SEPTEMBER 1965

RCS: AU-D5 (AR5)

STEVEN C. STEFANOS
Captain, USAF
Historian

DONALD P. KARSCHNER
Lt Col, USAF
Commander

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1. Unit: 38th Air Rescue Squadron. Reactivated 1 July 1965. Formally Detachment 3, Pacific Air Rescue Center. (U)

2. (U) Period of History: 1 July 1965 to 30 September 1965.

3. (U) Stations: 38th Air Rescue Squadron, Tan Son Nhut AB, RVN
Detachment 1, 38th Air Rescue Squadron, Nakhon Phanom AB, Thailand
Detachment 2, 38th Air Rescue Squadron, Takhli AB, Thailand
Detachment 3, 38th Air Rescue Squadron, Ubon AB, Thailand
Detachment 4, 38th Air Rescue Squadron, Korat AB, Thailand
Detachment 5, 38th Air Rescue Squadron, Udorn AB, Thailand
Detachment 6, 38th Air Rescue Squadron, Bien Hoa AB, RVN
Detachment 7, 38th Air Rescue Squadron, DaNang AB, RVN

4. (U) Assignment:

a. 38th ARS: Operational Control, Pacific Air Rescue Center and 2nd Air Division, Base Commander having operational control of LER, Administrative control, Pacific Air Rescue Center.

b. Det 1, 38th ARS: Operational Control, 38th ARS, Dep Comdr 2nd AD, Thailand, Administrative control, 38th ARS. Logistical Support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

c. Det 2, 38th ARS: Operational Control, 38th ARS, and Base Commander having operational control of LER, Administrative Control, 38th ARS, Logistical Support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

d. Det 3, 38th ARS: Operational Control, 38th ARS and Base Commander having operational control of LER. Administrative Control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

e. Det 4, 38th ARS: Operational Control, 38th ARS and Base Commander having operational control of LER. Administrative control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

f. Det 5, 38th ARS: Operational Control 38th ARS, Dep Comdr 2nd AD, Thailand, Base Commander having operation control of LER. HH-43B Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. Fixed wing support from parent units and 6232 Combat Support Group.

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g. Det 6, 38th ARS: Operational Control 38th ARS, Base Commander having operational control of LBR. Administrative Control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN.

h. Det 7, 38th ARS: Operational Control 38th ARS, Base Commander having operational control of LBR. Administrative control, 38th ARS, Logistical support FB5269, 6250th Combat Support Group, TSN AFLD, RVN. Fixed wing support from parent units.

5. (U) Commander: Lt Colonel Edward Krafka, FR6783

6. (U) Mission:

a. Search and rescue advisor to 2nd Air Division in the exercise of operational control and coordination of forces committed to or participating in search and rescue (SAR) operations in Southeast Asia (SEA).

b. Provide the Air Force component for continuous operations of the 2nd Air Division Search and Rescue Center.

c. Provide command jurisdiction, personnel, administrative support and technical supervision for local base rescue detachments.

d. Advise and assist the Vietnamese Air Force (VNAF) in the conduct of SAR involving national forces.

e. Advance doctrine and concept for SAR planning in a COIN environment and for SAR planning in support of current/programmed operations and contingency plans.

7. (S) Operations:

a. During this reporting period SAR aircrew recovery capabilities were greatly enhanced by the acquisition of two CH-3C helicopters, which arrived in SEA on 3 July 1965, along with TDY personnel from TAC. They are presently operating at Detachment 1, 38th ARS, Nakhon Phanon AB, Thailand. They are daily prepositioned at forward locations. Their higher endurance over the HH-43B permits their being placed on airborne alert in the proximity of high risk missions during target times. Also during this reporting period a Local Base Rescue Detachment was activated at Tan Son Nhut Afld, RVN, on 15 August 1965. It is comprised of three HH-43B helicopters and is presently composed of TDY personnel.

b. Due to lack of rescue helicopters in South Vietnam, aircrew recovery missions, with the exception of the DaNang and Saigon areas, were prosecuted utilizing US army and VNAF helicopters. This situation will be alleviated in the immediate future with the activation of Det 9 at Pleiku Airport, RVN, and Det 10 at Bien Thuy AB, RVN, on 1 October 1965. Det Provisional First at Cam Ranh Bay on 10 October 1965.

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c. Combat Mission Narratives:

(1) (U) Det 6 - 446 - 20 Jul 65. An F-100 pilot bailed out at night in heavy rain over unsecure territory of South Vietnam. Two HH-43F helicopters scrambled from Bien Hoa, and picked up the downed pilots URT 21 beeper signal immediately upon take off. Due to low visibility and erratic homing needle swing, the helicopters conducted search for the survivor at 25 feet utilizing floodlights and landing lights. Helicopters were under sporadic tracer fire during the search. The pilot was located, and returned to Bien Hoa uninjured.

(2) (S) 38-664-3 Jul 65. An F-105 pilot, Capt Kenneth R. Johnson, discovered he had a severe shortage of fuel enroute to a strike in North Vietnam. He immediately jettisoned his external stores and started heading for friendly territory. He contacted the HC-54 on precautionary orbit, which in turn advised the control center to scramble helicopters from Udorn AB, Thailand. The F-105 ran out of fuel while over Laos, and the pilot made a successful bailout. He landed in high trees and was dangling in his harness 50 feet above the ground. He had suffered a broken arm. When the helicopters arrived on the scene a rescue from above was attempted. Due to heavy foilage the pararescue man was suspended in the horsecollar 100 feet below the helicopter and for ten minutes tried to chop away the vines and branches above the survivor. It soon became apparent that this approach would not work. The helicopter then landed approximately ½ of a mile from the survivor. The pararescue man walked to the site and the helicopter lowered the hoist to him. The pararescue man was hoisted up to the survivor, and tied the survivor to him utilizing a nylon rope. He then cut the parachute shroud lines, and the helicopter climbed vertically for 150 feet, then flew at 20 knots to the clearing with the two men dangling 75 feet below the helicopter. After the recovery of the two into the helicopter an uneventful flight to home base followed. The helicopter aircraft commander was Capt David E. Allen.

(3) (S) 38-744-24 Jul 65. A Navy A-6A was shot down over Laos, the crew, Lt Cmdr Richard P Bordone, and Lt Jg Peter F. Moffett, made a successful ejection. An F-105 that was searching for the downed navy crew developed engine trouble and had to bail out within 25 miles of the first incident. Marine helicopters that were prepositioned for search and rescue operations at Quang Tri, RVN and USAF HH-43 helicopters from Nakhon Phanom, Thailand were launched to effect recovery of survivors. In spite of low visibility and marginal reception of beacon signals all crew members were located and recovered. The Marine helicopters rescued the two Navy pilots. Capt Thomas J. Curtis who was the pilot of the HH-43 helicopter picked up Major William J. McClelland, the F-105 pilot.

(4) (S) 38-754-27 Jul 65. Four F-105 aircraft were downed while flying against surface to air missile sites in North Vietnam. Of the four downed aircraft only one chute was reported. A CH-3C helicopter

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which was prepositioned at a forward site in Laos was launched to recover survivors. It entered the same area where the four aircraft had been downed, approximately 40 miles west of Hanoi, and was led to the downed pilot by RESCAP aircraft. The survivor was on a heavily wooded slope and marked his position with red smoke. The helicopter was forced to hover at approximately 80 feet above the pilot due to the high trees. After the pilot had put on the hoist harness and was raised 10 feet a hoist malfunction occurred. The crew was unable to lift the pilot the remaining 70 feet manually. The crew decided a landing would have to be made in order to rescue the survivor, so they flew to a rice paddy ½ mile away with the survivor dangling 70 feet below the helicopter. Immediately after landing and recovering the survivor the helicopter came under automatic weapons fire and received 3 hits,one of which missed the fuel tanks by 6 inches. The remainder of the return journey was uneventful. CH-3C aircraft commander was Capt George C. Martin, and rescued F-105 pilot was Capt Frank Tullo.

(5) (S) 38-761-28 Jul 65. A USN A-4E was downed over Laos. Two HH-43 helicopters were scrambled from Nakhon Phanon to make the pickup. The downed pilot was located by A-1E RESCAP aircraft which led the helicopters to the scene. The A-1E aircraft had to conduct continuing attacks against hostile troops that were attempting to reach the downed pilot. As the helicopter moved in for the pickup the A-1E's laid down covering fire. The survivor was located on the side of a hill, and in order for the helicopter to manuever over the pilot to effect the pick-up it was necessary to have the blades come within inches of the side of the mountain. The pickup was successful and an uneventful flight back to Nakhon Phanon, Thailand followed. The aircraft commander of the HH-43 making the pickup was 1Lt Walter F Turk, and the survivor was LT JG Townsend R. Grant.

(6) (U) 38-814-11 Aug 65. An HU-16 on precautionary orbit over the Gulf of Tonkin received a call on guard channel from an F-105 that was hit coming off a strike in North Vietnam. The F-105 pilot declared he was going to bail out. The HU-16 requested a homing steer from the distressed aircraft's wingman, and as he turned to the heading, made a visual sighting on the descending parachute. The HU-16 jettisoned wing tanks and was on final approach as the survivor landed in the water. The pickup was made approximately 14 miles off the shore of North Vietnam. The HU-16 aircraft commander, Major Frederick C. Wismer, made a normal water take off and delivered the survivor, to DaNang AB, RVN.

(7) (U) 38-822-13 Aug 65. Lt Robert J Myland, USMR, was piloting an A-1H which was hit by flak over North Vietnam. His wingman contacted the HU-16 on precautionary orbit and advised it of the impending bailout. The A-1H was able to make the coast and the pilot bailed out over the sea. His wingman directed the HU-16 to the incident site. The HU-16 made a water landing, recovered the survivor, and delivered him to DaNang AB, RVN. The HU-16 aircraft commander was Capt Richard F. Reichardt.

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(8) (S) 38-860-24 Aug 65. Major Dean Andrew Pogreba was flying an F-105 which was hit immediately prior to bomb release while running on a target in North Vietnam. He bailed out a short distance from the target and hid in a fallen tree as he had heard the voices of people searching for him. A-1E RESCAP aircraft arriving over him came under 37 MM AA fire, one A-1E was hit but made its home base safely. A CH-3C was scrambled and was directed to Maj Pogreba's position by the A-1E RESCAP aircraft that had visual contact with him. The CH-3C helicopter made a pickup from a 60 foot hover due to high trees. The CH-3C aircraft commander, Capt James Stambaugh, then made an uneventful flight to Udorn with the survivor.

(9) (S) 38-882-31 Aug 65. Capt William Henry Bollenger, was making a bomb run on a target in North Vietnam when his F-105 was hit. He was able to fly over one moutain ridge and ejected. HH-43's were scrambled from a forward site in Laos upon notification of the downing. While the helicopters were on the way A-1E RESCAP aircraft had located the survivors position in a heavily wooded area with trees 125 feet high. As the helicopter hovered and lowered the hoist several groups of people were seen running toward the pickup area. The A-1E's fired warning rockets which discouraged further approaches. Two men were also seen about 100 yards from the hovering helicopter, the copilot fired his M-16 almost continuously during the recovery to protect the survivor as he was being hoisted into the helicopter. The survivor was returned to Udorn AB, Thailand. He had slight lacerations which he incurred when his head struck a tree branch during landing. The HH-43 aircraft commander was Capt David E. Allen.

(10) (U) 38-899-6 Sep 65. An F-105 pilot was forced to eject off the shore of North Victnam. His wingman reported this to the orbiting HU-16 which proceeded to the incident area. The pilot was located and picked up following a water landing by the HU-16. The survivor, Capt John T. Clark, was returned to Dalang AB, RVN. The HU-16 aircraft commander was Capt John R. Holm.

(11) (U) 38-902-6 Sep 65. Lt James L. Burton was forced to eject from his A4 10 miles off the coast of North Vietnam. His wingman reported the successful bailout to an HU-16 orbiting in the vicinity. Fourteen minutes after the bailout, the HU-16 was making a water landing, and shortly thereafter picked up the uninjured survivor. The aircraft commander of the HU-16, Capt Hansel E. Nicholas, returned the survivor to Dalang AB, RVN.

(12) (U) 38-918-10 Sep 65. An O1F aircraft crewed by Capt Pepe and Sgt Jackson was downed over unsecure territory in South Vietnam. Two HH-43 helicopters were launched from Dalang AB, RVN and directed to the incident site by the downed aircraft's wingman. Due to high trees the helicopters used their maximum hoist capability to effect the rescue. Each helicopter picked up one survivor, and took them to Cam Rhe. The aircraft commander of the HH-43's were Capt Lockhart, and Capt Purvine,

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Para 7C: 18, Mission 38ARS-950-20 Sep 65. The HC-54 on precautionary orbit was informed of the successful bail out of an F-105 pilot over North Vietnam. Two HH-43 helicopters were scrambled from Nakhon Phanom, Thailand along with two A1E's RESCAP aircraft from Udorn AB, Thailand. The HC-54 picked up the downed pilots beeper as the HH-43's and RESCAP were enroute to the incident site. The A1E's made low passes over the bail out area in an attempt to establish voice or visual contact with the survivor. They experienced no ground fire and felt they had the area the pilot was down in pinpointed. Soon after this, ground activity in the area increased. Troop movement was noted in adjacent areas and ground fire commenced, resulting in minor damage to one of the A1E's. Shortly after this red smoke was spotted, and one of the HH-43 helicopters proceeded in accompanied by A1E's. Visual contact was made with the downed pilot, when suddenly ground fire broke loose from all around the survivor's position. The HH-43 crashed while attempting to make a pickup. Hostile fire is thought to have been the cause of the crash. The second HH-43 that had been orbiting short of the pick up site immediately proceeded toward the crash scene. The helicopter crew jettisoned the internal auxiliary fuel tank to make room for survivors. They encountered ground fire enroute to the area and spotted the helicopter wreckage which seemed fairly well intact, on the first pass. As the helicopter positioned itself for a suitable approach to the pickup area it was under continuous ground fire and as it came to a hover 50 feet above the wreckage a massive and continuous barrage of automatic weapons fire erupted around the helicopter. A white pin flare was also observed at this time although no survivors were spotted. The helicopter was taking a series of hits at this time and initiated an immediate take off. Continual heavy fire was received for the next three minutes. The pararescue man was hit on his flak vest by flying debris but did not suffer any injury. Fuel was now running into the aft section of the cabin; however, the helicopter was able to return to Nakhon Phanom without further incident. The CAP aircraft remained on scene until darkness and reported vehicles and personnel moving into the area. The mission was suspended because of the high probability of additional hostile defense buildup which would make the area impenetrable for search and recovery forces the following day. The crew of the downed helicopter was Captain Thomas J. Curtis, 1st Lt Duane W. Martin, A1C William A. Robinson, A3C Arthur M. Black. The pilot of the second helicopter was Capt Richard A. Laine.

PARA 7D. Types and Nr of ARS acft lost: one HH-43B. ARS Men Wia Kia or Mia: 4 Mia.

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(13) (u) 38-919-10 Sep 65. Capt Paul V. Graybill Jr, was piloting an A-1E engaged in a search for a downed navy A4E over North Vietnam when his aircraft was hit by ground fire. Capt Graybill headed his aircraft, which was streaming smoke, out to sea. The HU-16 which was directing the rescue operation for the A4E turned on scene command of the search over to an HC-54 which was in the area, and proceeded to escort the distressed A1E. The A1E made the sea and started down to ditch, with the HU-16 following it down. The HU-16 was able to pick the pilot up almost immediately and the uninjured survivor was returned to Danang AB, RVN. The HU-16 aircraft commander was Capt Martin D. Vatis.

(14) (U) 38-943-17 Sep 65. A Vietnamese H-34 helicopter was reported downed 18 miles from Tan Son Nhut AB, RVN. Two HH-43 helicopters were scrambled from Bien Hoa AB, RVN along with armed HU-1B's which the Army launched from Tan Son Nhut AB. Upon arriving over the scene, one HH-43 and the armed HU-1B's went in for a low pass to evaluate the situation. Ground fire was encountered, and the second HU-1B received minor damage. On the next pass the HH-43 orbited over the crash, while the HU-1B's flew circles around it. A figure ran out of the trees and waved at the helicopter, as he appeared to be wearing a flying suit the HH-43 landed and motioned him to get into the helicopter. With the survivor on board, the HH-43 took off as the HU-1B's fired rockets and tracers into the surrounding woods. The Vietnamese pilot was badly burned and showed signs of shock, but was able to communicate that he was the only survivor of the crash. The survivor, Lt Cao Dang An, was taken to the hospital at Tan Son Nhut AB, RVN by the HH-43 aircraft commander Capt Darvan E. Cook.

(15) (S) 38-954-21 Sep 65. Capt Frederick R. Greenwood bailed out of his F-105 while on a mission over North Vietnam. A CH-3C at Nakhon Phanon AB, Thailand was launched to make the recovery. The pilots location was pointed out to the helicopter by a F-105 that was flying RESCAP. The pilot was not visible, however two pen flares that he fired were observed. As the helicopters flew in, it came under ground fire which continued throughout the pickup. The helicopter hovered next to a verticle wall of solid rock which extended around three sides of it. The survivor was perched on a small ledge and Capt George C. Martin was able to position the helicopter above the survivor and effect a hoist pickup of the downed pilot, who had a broken ankle. The helicopter received two hits during the rescue, but there were no personnel casualties. The survivor was taken to Nakhon Phanon AB, Thailand.

(16) (U) 38-959-22 Sep 65. Capt N. V. Tuong of the Vietnamese Air Force was forced to bail out following a strike over North Vietnam. An HU-16 on orbit received the distress call and proceeded to the bail out scene, approximately two miles off the coast of North Vietnam. Aircraft capping the pilot were able to lead the HU-16 directly to him. The HU-16 immediately landed and recovered the downed Vietnamese pilot. While taking off approximately 12 large shells were reported to have exploded in the wake of the HU-16, however no damage was incurred. The survivor was taken to Danang AB, RVN. The HU-16 aircraft commander was Capt David K. Richardson.

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(17) (U) 38-968-24 Sep 65. Capt Jack L. Graves and 1Lt Wylie E. Holman were the crew members of a F4C who were forced to eject over the Gulf of Tonkin following a mission in North Vietnam. The wingman informed the HU-16 on precautionary orbit of the indicent. When the HU-16 reached the search area it was able to pin point the position of the survivors by the flashes from their signaling mirrors. They were about 100 yards apart and two miles off shore. As the HU-16 landed shore batteries began firing at them. The RESCAP aircraft began straffing the shore batteries in an attempt to suppress their fire, however the shells impacted closer and closer to the HU-16, and by the time the second survivor was on board the shells were impacting as close as 30 feet from the aircraft. A successful takeoff and routine flight to Danang followed.

d. Flying Activities for Missions Listed in Paragraph 7c. (S)

MISSIONS	NUMBER OF SORTIES	OBJECTIVES	TYPES AND NR OF ARS ACFT LOST	ARS MEN KIA OR MIA
17	214	26	ONE HH-43B ~~None~~	4 MIA * ~~None~~

8. Key Personnel Assigned: (U) 38th Air Rescue Squadron

a. Lt Col Edward Krafka — Squadron Commander
b. Lt Col James L. Blackburn — Operations Staff Officer
c. Lt Col Archie R. Taylor — Operations Staff Officer
d. Rex H. Billingham, Capt — Flight Surgeon
e. 1St Lt James R. Haug — Supply Officer
f. CMC W-4 Earl A. Wilson Jr. — Administrative Services Officer
g. CMSGT Arthur C. Chambers — Maintenance Supervisor
h. SMSGT Alton A. Mangum Sr. — Inventory Mgmt Supervisor
i. MSGT Roy L. Malone — NCOIC Personnel/Admin

Det 1, 38 ARS: All TDY personnel

Det 2, 38 ARS: Capt Joseph F McDonicle — Detachment Commander

Det 3, 38 ARS: Capt William T. Cunningham Jr — Detachment Commander
Capt George M. Church — Opns and Trng Officer

Det 4, 38 ARS: Capt Harold D. Salem — Detachment Commander

Det 5, 38 ARS: Capt David E. Allen — Detachment Commander

Det 6, 38 ARS: Major William T. Hayes — Detachment Commander

Det 7, 38 ARS: Major Donald L. Ingraham — Detachment Commander

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Para 8h. The following depicts the authorized versus assigned of the organization as of 30 Sep 65. (C)

	Officers		Warrant Officers		airmen	
	Auth	Assg	Auth	Assg	Auth	Assg
38 ARS, Tan Son Nhut AB, RVN	15	9(7 TDY)	0	1	19	18(22 TDY)
Det 1, 38 ARS, Nakhon Phanom AB, Thailand	25	9 TDY	0	0	60	26 TDY
Det 2, 38 ARS, Takhli AB, Thailand	6	5 TDY	0	0	13	9
Det 3, 38th ARS, Ubon AB, Thailand	6	5 TDY	0	0	13	11(2 TDY)
Det 4, 38 ARS, Korat AB, Thailand	6	4 TDY	0	0	13	16(2 TDY)
Det 5, 38 ARS, Udorn AB, Thailand	6	21 TDY	0	0	13	21(34 TDY)
Det 6, 38 ARS, Bien Hoa AB, RVN	9	9	0	0	28	26
Det 7, 38 ARS, Danang AB, RVN	21	9(14 TDY)	0	0	52	26(25 TDY)
TOTAL	94	27(65 TDY)	0	1	211	127(111 TDY)

9. Equipment: (S)

a. 38 ARS, Tan Son Nhut AB, RVN
   3 HH-43B Helicopters

b. Det 1, 38 ARS Nakhon Phanom AB, Thailand
   2 HH-43B Helicopters
   2 HH-43F Helicopters
   2 CH-3C Helicopters

c. Det 2, 38 ARS, Takhli AB, Thailand
   2 HH-43B Helicopters

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d. Det 3, 38th ARS, Ubon AB, Thailand

(1) 3 HH-43B Helicopters

e. Det 4, 38th ARS, Korat AB, Thailand

(1) 2 HH-43B Helicopters

f. Det 5, 38th ARS, Udorn AB, Thailand

(1) 4 HH-43B Helicopters
(2) 4 HU-16 Aircraft

g. Det 6, 38th ARS, Bien Hoa AB, RVN

(1) 3 HH-43B Helicopters

h. Det 7, 38th ARS, DaNang AB, RVN

(1) 3 HH-43F Helicopters
(2) 4 HU-16 amphibious aircraft

10. Additional Data and Remarks:

11. Appendixes: Table 1. SAR Activity in SEA

12. Documentation: There are two special orders attached: 1.AB to S-81, 25 Jun 65 and 38 ARS Sc 1, 1 Jul 65.

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SAR ACTIVITY IN SEA

	SEPTEMBER			AUGUST			JULY		
	Missions	Recoveries	Saves	Missions	Recoveries	Saves	Missions	Recoveries	Saves
SC ABS	108	6	6	108	2	2	118	1	1
Helo Sect	76	0	0	27	0	0	-	-	-
Det 1	8	1	2	10	5	1	8	14	9
Det 2	146	1	0	157	1	1	118	0	0
Det 3	124	0	0	96	0	0	84	0	0
Det 4	88	1	0	151	3	0	184	0	0
Det 5	21	2	1	7	1	1	8	1	1
Det 6	202	8	3	156	9	0	147	1	1
Det 7	64	13	7	65	16	0	69	0	0
TOTALS	847	32	19	777	37	5	726	17	12

SUMMARY FOR THREE MONTH PERIOD:

Total Missions: 2360
Total Recoveries: 86
Total Saves 36
Total Sorties: 4,004
Total Flying Hours: 5,487

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HEADQUARTERS
MILITARY AIR TRANSPORT SERVICE
UNITED STATES AIR FORCE
SCOTT AIR FORCE BASE, ILLINOIS

SPECIAL ORDER
G-81

25 June 1965

1. Para 2, SO G-71, Hq MATS, 14 Jun 65, which designates and organizes Air Rescue Service detachments of Hq Pacific Air Rescue Center, is rescinded.

2. The following detachments are discontinued at locations indicated effective 1 Jul 65:

UNIT	LOCATION
Det 3, Pacific Air Rescue Center	Tan Son Nhut Afld, Viet Nam
Det 4, Pacific Air Rescue Center	Bien Hoa AB, Viet Nam
Det 5, Pacific Air Rescue Center	Da Nang Aprt, Viet Nam

Personnel will be reassigned in accordance with AFMs 35-11/39-11. Organizational records will be disposed of in accordance with AFM 181-5. Organizational funds will be disposed of in accordance with AFR 176-2. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

3. The 38 Air Rescue Sq having been activated and assigned to MATS is organized at Tan Son Nhut Afld, Viet Nam, under appropriate UMDs within current command grade and space authorizations, and assigned to Hq ARS, effective 1 Jul 65. Unit kind and level code is 2215. MATS ADP Code "6" is P4380000. Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Equipment will be authorized in accordance with Volume IV, AFM 67-1. Unit is funded by appropriation. Initial morning report will be prepared in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: Msg CONFIDENTIAL AFOMOAA 83323 and AFM 26-2.

4. The following detachments of the 38 Air Rescue Sq are designated and organized at locations indicated, effective 1 Jul 65:

UNIT	LOCATION	MATS ADP CODE "6"
Det 1, 38 Air Rescue Sq	Nakhon Phanom Aprt, Thailand	P4380100
Det 2, 38 Air Rescue Sq	Takhli AB, Thailand	P4380200
Det 3, 38 Air Rescue Sq	Ubon Afld, Thailand	P4380300
Det 4, 38 Air Rescue Sq	Korat RSI, Thailand	P4380400
Det 5, 38 Air Rescue Sq	Udorn AFD, Thailand	P4380500
Det 6, 38 Air Rescue Sq	Bien Hoa AB, Viet Nam	P4380600
Det 7, 38 Air Rescue Sq	Da Nang Aprt, Viet Nam	P4380700

Unit Kind and Level Code is 2215. Manpower authorization will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Detachments are funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

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SO G-81, Hq MATS, USAF, Scott AFB, Ill 25 June 1965

(Cont'd)

5. Det 6, Pacific Air Rescue Center is designated and organized at Kung Kuan AB, CHINRE, effective 1 Jul 65. Unit Kind and Level Code is 2274. MATS ADP Code is P4850600. Manpower authorization will be in accordance with AFMs 35-11/39-11. Detachment is funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

W. J. ATKINS
Colonel, USAF
Director of Administrative Services

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38TH AIR RESCUE SQUADRON
AIR RESCUE SERVICE (MATS)
United States Air Force
APO, San Francisco 96307

SPECIAL ORDER
1

1 July 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 38th Air Rescue Squadron.

EDWARD KRAFKA
Lt Col., USAF
Commander

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SECRET Reg# 35937 16

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 3RD AEROSPACE RESCUE & RECOVERY GROUP (MAC)
APO SAN FRANCISCO 96307

REPLY TO ATTN OF: 38 ARRS Unit Historian

SUBJECT: Unit History Jul-Sep 65

TO: Hq ARRS (ARCOI)

1. The enclosed attachments are to be incorporated into subject history.

a. Attachment 1 will be inserted following page six

b. Attachment 2 replaces page 9

c. Make the following changes to para 7d:

1. Types and number of ARS Acft lost: one HH-43B

2. ARS Men Wia, Kia, or Mia: 4 Mia

FOR THE COMMANDER

Moe Birnbaum
MOE BIRNBAUM, Capt, USAF
Unit Historian

2 Atch a/s

GROUP-4
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HISTORY

OF

38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

TAN SON NHUT AB, REPUBLIC OF VIETNAM

1 OCTOBER - 31 DECEMBER 1965

RCS: AU-D5 (ARS)

MOE BIRNBAUM
Captain, USAF
Historian

ARTHUR W. BEALL
Col, USAF
Commander

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1. UNIT (U): 38TH AIR RESCUE SQUADRON

2. PERIOD OF HISTORY: (U) 1 OCTOBER 1965 TO 31 DECEMBER 1965.

3. STATIONS: (U)

38th Air Rescue Squadron, Tan Son Nhut AB, RVN
Detachment 1, 38th Air Rescue Squadron, Nakhon Phanom AB, Thailand
Detachment 2, 38th Air Rescue Squadron, Takhli AB, Thailand
Detachment 3, 38th Air Rescue Squadron, Ubon AB, Thailand
Detachment 4, 38th Air Rescue Squadron, Korat AB, Thailand
Detachment 5, 38th Air Rescue Squadron, Udorn AB, Thailand
Detachment 6, 38th Air Rescue Squadron, Bien Hoa AB, RVN
Detachment 7, 38th Air Rescue Squadron, Danang AB, RVN
Detachment 9, 38th Air Rescue Squadron, Pleiku AB, RVN, Designated 1 Oct 65 [1]
Detachment 10, 38th Air Rescue Squadron, Bien Thuy AB, RVN, Designated 1 Oct 65 [2]
Detachment Provisional First, 38th Air Rescue Squadron, Cam Ranh Bay AB, RVN, Designated 10 Oct 65 [3]

4. ASSIGNMENT:(U)

a. 38th ARS: Operational control 2nd Air Division, Base Commander having operational control of LBR, Administrative control, Pacific Air Rescue Center. Logistical support FB 5269, 6250th Combat Support Group.

b. Detachment 1, 38th ARS; Operational control, 38 ARS and Deputy Commander 2nd Air Division, Thailand; Administrative control, 38th ARS; Logistical support FB 5210, 6332 Combat Support Group.

c. Detachment 2, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5265, 6235 Combat Support Group.

d. Detachment 3, 38th ARS; Operational control, 38th ARS, and Base Commander has Operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5219, 6233 Combat Support Group.

e. Detachment 4, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5264, 6234 Combat Support Group.

f. Detachment 5, 38th ARS; Operational control, 38th ARS and Deputy Commander 2nd Air Division, Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5210, 6332 Combat Support Group.

g. Detachment 6, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5243, 6251 Combat Support Group.

1 Atch 7
2 Atch 7
3 Atch 6

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h. Detachment 7, 38th ARS; Operation control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5243, 6251 Combat Support Group.

i. Detachment 9, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support, FB 5269, 6254 Combat Support Group.

j. Detachment 10, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5269, 6250 Combat Support Group.

k. Detachment Provisional First, 38th ARS; Operational control, 38th ARS and Base Commander has operational control of LBR; Administrative control, 38th ARS; Logistical support FB 5275, 6254 Combat Support Group.

5. COMMANDER: (U) Col Arthur W. Beall, FR6797, assumed command on 18 Nov 65 [4] replacing Lt Col Donald F. Karschner, FR14149, who replaced Lt Col Edward Krafka, FR6783, on 16 Oct 65 [5].

6. MISSION: (U) To operate and maintain search and rescue equipment, to search for, locate, and recover personnel and/or aerospace hardware in support of the United States Air Force and other agencies' global air and space operations, including research and development. The geographic area of responsibility includes North Vietnam (DRV), South Vietnam (RVN), Laos, Thailand, and off shore waters.

7. a. COMMUNICATIONS DANANG RCC: (U) The communications capability of rescue in SEA has been greatly enhanced by the installation of single side band radio equipment at the RCC at Danang AB. This installation permits the RCC to follow missions, and to react immediately if the need to launch additional aircraft arises. In addition, they can be called by an aircraft experiencing maintenance difficulties and immediately take action to have the proper specialists and maintenance equipment meet the aircraft.

b. COMMUNICATIONS JSARC: (S) A second single side band radio was installed at the JSARC which serves a dual purpose. First, as a backup radio it assures continuous communications capability, and secondly it gives the JSARC the capability of working two frequencies simultaneously. The need for this capability became apparent when the JSARC was controlling a search mission in South Vietnam, and at the same time positioning forces for strikes out of country. The resulting high volume of radio traffic on a single frequency was detrimental to both operations.

4 Atch 1
5 Atch 2

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c. SUPPLY: (U) The huge influx of aircraft and personnel overtaxed the single functioning Base Supply for the entire area, which was located at Tan Son Nhut AB. Lack of personnel and conversion to PCAM in supply records caused further complications. For a period of 25 days, no routine requests were processed. This caused a lack of spare parts at all detachments. Relief began in the month of December upon the arrival of AFLC personnel who reduced backlogs in every area of Base Supply. An increase in functional Base Supply accounts now allows 70 percent of the detachments to be directly supported by host Base Supplies. In addition, an increase of airlift support has reduced transportation time for parts shipment to the various operating locations. The benefits of these improvements became apparent during the later part of December with a lowered NORS and higher operational ready rate.

d. MAINTENANCE: (U) To better inform WRAMA, ARS, and PARC; maintenance began consolidating the ARS K-1 weekly helicopter status report. It is evident that this action has resulted in an increase in support to the 38th ARS.

e. MAINTENANCE SUPPORT. (U) Three technical representatives arrived to assist in HH-3C operations. These specialists worked with the 38th ARS maintenance personnel to insure a smooth transition in the use of this new weapons system.

f. EQUIPMENT: (S) The most significant gain in SAR capabilities during the reporting period came with the introduction of HH-3 helicopters in the theater. Six of these aircraft are stationed at Udorn AB, Thailand, and are prepositioned daily to forward sites. Additional HH-3 helicopters are programmed for arrival in SEA during April 1966. The arrival of HC-130 aircraft should take place on 1 Feb 1966. They will replace the HC-54's now being flown out of Udorn AB, Thailand.

g. DET 1: (U) There are presently no aircraft nor personnel assigned to this detachment.

h. DET PROV FIRST: (U) The detachment was designated and organized at Cam Ranh Bay AB, RVN, effective 10 Oct 65. Personnel arrived on station 20 Oct 65, and the unit became operational on that date. This unit has constructed and maintained all of its facilities using its own personnel and equipment. [6]

i. DET 2: (U) Flew 380 SAR and 23 Base support missions.[7]

j. DET 3: (U) Flew 197 hours during the 3 month period, 83 hours of which were in precautionary orbit with FSK.[8]

6 Append 1
7 Append 2
8 Append 3

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k. DET 4: (U) During October 65, the TDY personnel assigned were replaced by PCS personnel. Although some of the replacements were not qualified in the HH-43B when they arrived, they were soon "checked out".[9]

l. DET 5: (S) This detachment took over the coverage that Det 1 had been furnishing at Nakhon Phanom, Thailand, in addition to the other areas they had been covering. One of their CH-3C's was lost to hostile ground fire during the reporting period.[10]

m. DET 6: (U) This detachment has experienced almost a complete change of personnel during the reporting period; however, through a vigorous training program the transition has been a smooth one. In addition to the normal ACR and LBR missions, this detachment has been called upon several times to assist in battlefield evacuation of US and friendly forces.[11]

n. DET 7: (U) This detachment has also experienced a large personnel turnover recently. Better living quarters are being constructed for the airmen who all presently live in tents. A trailer was provided for the night alert crew on 20 Nov 65.[12]

o. DET 9: (U) This detachment became operational on 25 Nov 65 when 2 HH-43F aircraft arrived from Thailand. It is presently manned by TDY personnel, with PCS replacements expected in February 1966. This unit has also built its own facilities.[13]

p. DET 10: (U) This detachment became operational on 25 December 1965, and is manned by TDY personnel. Their replacements will be PCS.[14]

8. (U) DET 6-898-5 Oct 65 .AT 1543H the JSARC at Tan Son Nhut AB received a request for MEDEVAC of US Army ground forces in war zone "D". Bien Hoa was alerted and scrambled two HH-43's. The helicopters flew 18 sorties, during which they evacuated 24 wounded and 7 deceased. They also aided in resupplying the ground forces by airlifting in 1700 lbs of weapons and equipment. Five lives were saved on this mission. The HH-43 pilots were Capt Raymond L. Murden and Capt Charles P. Nadler.[15]

9. DET 6-929-9 Oct 65 (U). At 1345H the 173rd Airborne Brigade requested MEDEVAC of wounded from war zone "D". Two HH-43's were scrambled from Bien Hoa and proceeded to the pickup site where three wounded were picked up by stokes litter from a 35 foot hover. The HH-43 pilots, Capt Darvan E. Cook and Capt Dale L. Potter, saved three lives by their rapid response.[16]

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13 Append 8
14 Append 9
15 Append 6 page 21
16 Append 6 page 19

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10. 38-1027-13 Oct 65 (S). Maj James Randell was making a second pass on the bridge he had just bombed in North Vietnam for assessment when he encountered an emergency and was forced to eject. His wingman notified the HC-54 pilot on precautionary orbit of the bailout. The HC-54 preceeded toward the bailout scene and requested that the CH-3C, and A1E's be scrambled. Maj Randell had landed in a valley near a village. He began climbing a nearby hill, and at this time saw two men with rifles coming toward his position. Upon reaching the top of the hill he made contact with his flight via radio. Upon being told that the helicopter would require one hour to arrive at his location he requested that the orbiting aircraft leave his immediate area so as not to compromise his position. The helicopter made one low pass upon arrival and drew ground fire. Maj Randell directed the A1E's to his position and they suppressed the ground fire for the CH-3C. Due to a hoist malfunction, the helicopter had to land to pick up the survivor. The high shrubbery resulted in damage to the rotor tips of the CH-3C; however, an uneventful return journey followed. The pilot of the CH-3C was Capt Jerry W. Jennings.

11. 38-1055-22 Oct 65 (U). Capt Melvin C. Elliot was on a strafing mission against VC forces attacking the Plei Me Camp in South Vietnam when he was forced to bailout. His bailout took place at approximately 0100H, and he landed 200 meters from the perimeter of the camp. A large VC force that had the camp surounded, were located between Capt Elliot and the camp perimeter. Capt Elliot made radio contact with both his wingman and the camp. A patrol that was sent out to locate him ran into heavy opposition and was forced to return. After daylight additional patrols were dispatched, but all failed to make contact with the survivor. That evening an Army Helicopter attempted to make the pickup but was driven off by heavy automatic weapons fire. Two HH-43's were sent from Bien Hoa to be in place at Pleiku for a first light attempt the following morning. The plan was for two fighter aircraft to make strikes in the vicinity, followed immediately by two more fighters laying smoke and the two HH-43's coming in to make the pickup. However, during the night it became necessary for Capt Elliot to change his hiding place due to increased VC activity in his immediate area. Later that morning Capt Elliot transmitted his new location, and the HH-43's along with armed UH-1B's proceeded to the area and made the pickup. The pilot of the HH-43 making the pickup, Capt Dale Potter, flew the survivor to Pleiku.

12. 38-1073-28 Oct 65 (S). A USN F-4B crewed by Lt Cmdr A. M. Lindsey and Lt Robert W. Cooper encountered difficulty while on a mission over Laos and ejected. His wingman notified the prepositioned HU-16, that in turn notified the RCC at Udorn AB, Thailand. Two A1E's and one HC-54 were scrambled from Udorn AB, and two HH-43's took off from Nakhon Phanom. While SAR Force was enroute, a Navy A1H that had been diverted into the area picked up an emergency beacon, and shortly thereafter sighted two chutes. Each of the two HH-43's picked up one crewmember, as the two had landed about one mile apart. The pilots of the two HH-43's, Capt Bureaux and Capt McMillian, flew the survivors to Nakhon Phanom, Thailand. [17]

17 Append 5 page 9

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13. 38-1081-30 Oct 65 (C). At 1209H the radio operator at Quang Tri, RVN, intercepted a May Day from an Army UH-1B that had crashed. Two HH-43 helicopters that were on alert at Quang Tri scrambled, and an HU-16 was diverted to the incident scene. The downed helicopter was located and the crew taken to a forward Army outpost. The two HH-43 pilots, Capt John Keen and Capt Arvo then returned to alert duty at Quang Tri.[18]

14. 38 ARS LBR-172-1 Nov 65 (U). On 1 Nov 65 the tower at Tan Son Nhut AB informed the LBR unit of a P-2V landing with one engine out. One HH-43B scrambled with a fire suppression kit and intercepted the aircraft on final approach. The P-2V blew a tire on landing, and as the aircraft came to a stop on the runway a magnesium fire broke out in the left wheel well; the flames engulfing the entire wing. The HH-43B hovered and directed its rotor wash so as to keep flames from igniting the fuel tanks or the paraflares that were mounted on the wing. They continued this until the fire trucks arrived and extinguished the flames. Due to the action of the HH-43B pilot, Capt Alden, the 13 crewmembers of the P-2V escaped without injuries.

15. 38ARS-1084-1 Nov 65 (S) On 1 Nov 65, Capt Huggins was forced to eject from his RF-101 over the North Vietnamese coast. He hit the water approximately 100 yards from shore. Fortunately, another RF-101 was in the area and was able to immediately locate the raft. The HU-16 along with two USN AlH aircraft proceeded to the scene. As the pilot was spotted the HU-16 began an approach for a water landing; however a go-around was initiated because a sampan was approaching the downed pilot. The AlH RESCAP aircraft were directed by the HU-16 to fire across the bow of the sampan. This was done; however, the sampan continued toward the survivor. On the next pass the sampan was sunk approximately 100 yards from the survivor. The HU-16 then water landed, and as it was taxiing to the survivor noted three armed swimmers also attempting to reach the downed pilot. During this entire time, machine gun fire from the shore was being directed at both the survivor and the HU-16, and Capt Huggins was engaged in a pistol duel with the swimmers. The HU-16 called for the RESCAP aircraft to make a pass at the swimmers and Taxiied to the survivor. The uninjured survivor was taken aboard, and flown to Danang by the HU-16 RCC, Capt David Barger.

16. 38ARS-1088-1 Nov 65 (S) On 1 Nov 65, Lt Cmdr Billy V. Wheat ejected from his A4C over North Vietnam. His wingman noted the successful bailout and alerted the HU-16 on precautionary orbit over the Gulf of Tonkin, which in turn alerted the rescue center at Udorn AB, Thailand. An HC-54 was diverted to the scene, and two HH-43 aircraft were scrambled from Nakhon Phanom, Thailand. Occasionally beacon signals were heard, but no visual nor voice contact was made by the time the HH-43's had reached their bingo fuel time.

18 Append 7 page 6

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A CH-3C had been scrambled from Nakhon Phanom to relieve the HH-43's on station. A CH-3C made voice contact with the downed pilot who was able to direct the helicopter to his location, and the rescue technician was lowered to assist the injured survivor into the hoist. Following the successful pickup the survivor was taken to Nakhon Phanom where medical assistance was standing by. [19]

17. 38ARS-1110-6 Nov 65 (S), On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two A1E's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more A1E's were sent from Udorn, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their A1E escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. AT this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two A1E's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining A1E and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompainied by Navy A1H RESCAP. The A1H's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two A1H aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

19 Append 5 page 10

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17. 38ARS-1110-6 Nov 65 (S). On 5 Nov 65 an F-105, call sign Oak 1, was missing over North Vietnam. His wingman had last seen him going into the clouds. The weather in the area was rapidly deteriorating and no signals were being received. On 6 Nov, two A1E's, Sandy 11 and 12, went into the area to search for Oak 1. During the course of the search, Sandy 12 was hit by ground fire, and the pilot bailed out. His wingman observed him on the ground. A CH-3C was scrambled from a forward site in Laos, and two more A1E's were sent from Udorn, but Sandy 11 was not able to relocate the downed pilot prior to his bingo fuel time. The CH-3C, Jolly Green 85, was hit by ground fire in the search area. The four man crew bailed out, and four good chutes were observed by their A1E escort. Voice and beeper contact was made with at least one crewmember, and a visual sighting was made on another. AT this time, the on scene commander received a call stating that the Navy had a helicopter enroute to the search area. Two A1E's, Sandy 13 and 14, were sent to the coast to escort the Navy helicopter in, and while escorting the helicopter Sandy 14 was hit by ground fire. A transmission from him stating he had been hit followed, but there was no further contact. The remaining A1E and the Navy helicopter remained in the area until the helicopter had to depart due to fuel limitations. After refueling, the Navy helicopter returned to the search area, accompainied by Navy A1H RESCAP. The A1H's picked up a beeper in the vicinity of the CH-3C bailout location. Soon after this voice contact was made and the Navy SH3, call sign nimble 62, went in low to attempt visual contact. It was dark at this time, but fortunately the survivor had a cigarette lighter which was used to signal the helicopter. His flashes were observed and Sgt Naugle, a crewmember from the downed Jolly Green 85, was picked up and taken to the carrier. The only injuries Sgt Naugle suffered were slight burns on his hand. The following morning Nimble 62, piloted by Lt JG Campbell, returned to the search area in an attempt to locate additional survivors. While enroute a Mig alert was received, and Nimble 62 descended to get between cloud layers at 2000 and 3000 feet. As it flew over a hole in the bottom cloud deck it was hit by automatic weapons fire. The fuel lines were ruptured and a rapid loss of fuel was experienced forcing the pilot to make a controlled landing in North Vietnam. The two A1H aircraft that escorted Nimble 62 were also hit, however, both made it safely to Danang; although one aircraft had to make a gear up landing. A short time later another Navy helicopter, a UH-2, arrived at the landing sight of Nimble 62 and was able to pick up 2 of the 4 crewmembers. Jolly Green 76, was enroute to the bailout site of Jolly Green 85 when informed of the Navy helicopter in distress. It diverted

19 Append 5 page 10

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to the Navy helicopter landing scene and picked up the remaining two crewmembers. In order to hover it was necessary to dump fuel which precluded its continuing on to the CH-3C bailout area. The two Navy survivors were taken to Udorn. On the morning of Nov 8, a first light search was initiated in the CH-3C bailout area. Several passes were made and no ground fire was observed by the A1E's that were receiving a beeper. However, as more aircraft entered the area to attempt to pinpoint the beeper heavy ground fire erupted. Two A1E's were hit and had to withdraw; both landed safely at Udorn. Due to the intensity of the ground fire, the further recovery of survivors was deemed to be not feasible without additional losses. The mission was suspended on 8 Nov. The missing CH-3C crewmembers are: Capt Warren Lilly, 1Lt Jerry Singleton, and SSgt Arthur Cormier.[20]

18. 38ARS-1111-7 Nov 65 (U). On 7 Nov 65, Lt Cmdr Charles Wack's A4E was hit by ground fire while pulling out of a dive over his target. He immediately headed toward the coast, and about 12 miles out over the Gulf of Tonkin he ejected. The distress call on guard channel was monitored by the HU-16 pilot 1Lt Joseph Kirby, who immediately headed for the bail out site. The HU-16 crew spotted the pilot approximately 15 minutes later, and noted a junk fleet one half mile from the downed pilots raft. The external fuel tanks were jettisoned, and a water landing made. The downed pilot was brought aboard the HU-16 just 17 minutes after his distress call went out. The uninjured pilot was taken to Danang AB.

19. 38ARS-1114-8 Nov 65 (C). At 1230H on 8 Nov, a request for MED EVAC of battle casualties was received. A large scale operation was taking place and over 100 casualties were reported. Rescue helicopters from both Bien Hoa and Tan Son Nhut were utilized in this recovery operation that was to run two days. The recovery site as a heavily wooded jungle area with trees 150 to 180 feet high. There were no clear areas, so all of the wounded had to be picked up from a high hover. A rescue technician was lowered into the pick up point with a chain saw to make a landing zone but the saw malfunctioned. Of the 71 sorties flown by the HH-43's during the two days the following was typical. They were escorted in by armed UH-1B's and waited in a high hover until the "Hueys" had made several firing passes to supress VC ground fire. The "Hueys" received hits while performing this task. When they felt they had silenced the opposition, the HH-43's were directed in. While hovering over the 180 foot trees, the rescue technician lowered the stokes litter threading it through the tree branches. The casualties were picked up and taken to a forward aid station, and ammunitions and C-rations were taken in on the return journey. During the course of the operation the HH-43's recovered fifty personnel, of whom 20 were saves. In addition 8 cases of ammunition, 2 cases of TNT, 10 cases of medical supplies and 30 cases of C-rations were taken into the battle area.[21]

20 Append 5 page 12
21 Append 6 page 11

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20. DET PROV FIRST-1-14 Nov 65 (U). Capt Pfadenhauer, the pilot of a HH-43B, out on a base support mission, noticed a crowd on the beach waving and trying to attract his attention. After landing he learned that an airman had been pulled out of the water, and was being administered artifical respiration. Leaving his two crewmembers, 1st Lt Theodore S. Cochran, and TSgt Eddie Hagerman, to take over the first aid treatment of the still unconscious victim, the pilot flew to the base to pick up a doctor. By the time he returned to the incident scene with the doctor, the two crewmembers had revived the victim. Upon the doctor's recommendation they evacuated the survivor directly to the US Army hospital at Nha Trang.[22]

21. 38ARS-1138-17 Nov 65 (U). The F3E piloted by Commander Robert Chew Jr, was hit by ground fire while running on a traget in North Vietnam. He turned out to sea and ejected off the coast. The HU-16 piloted by Capt David Richardson had been relieved at the orbit station and was proceeding to Danang when he monitored the emergency call. He was vectored into the survivors position by Commander Chew's wingman. Following the pick up the survivor was taken to Danang AB.

22. 38ARS-1141-18 Nov 65 (S). Captain Larry Mahaffey's F-105 was hit by ground fire over North Vietnam. He turned towards the mountains and ejected when he lost control of the aircraft. He landed in trees 100 feet high, and made no attempt to reach the ground. The HC-54 on prepositioned orbit headed toward the bail out scene and two HH-43's were scrambled from Nakhon Phanom, Thailand. The downed pilot made contact with RESCAP aircraft utilizing his URC-10 radio. The helicopters had difficulty finding the pilot due to the dense foilage, but the survivor fired several pen flares which were spotted by the helicopter crew. The forest penetrator was lowered, and the uninjured pilot recovered and taken to Nakhon Phanom by the HH-43 pilot, Capt John B. Reiderick.[23]

23. DET 7-671-21 Nov 65 (U). On 21 Nov 65 a C-123 crashed one mile short of the runway at Danang AB. The LBR crew scrambled, and were directed into the crash scene by the control tower operator. The landing at the incident sight was hampered by gusty winds, heavy rain, and darkness. It was necessary for the helicopters to land in a mine field to pick up two of the most seriously injured crewmembers. The flight to the hospital was a busy one for the rescue technician, A1C Mickael D. Leonard, as both survivors, A1C Michael J. Kelly and A1C Kirby R. Whellern, were in shock. A1C Kelly's injuries were so painful that he had to be held down while the recusitube was held in his mouth. The hospital was unlighted and obscured by clouds and rain , but a successful landing was made. The HH-43F crew commanded by Capt Alva G. Graham had indeed surmounted many obstacles in saving the lives of the two survivors.

22 Append 1 page 9
23 Append 5 page 13

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24. 38ARS-1167-26 Nov 65 (U). An Army UH-1B made a forced landing in an unsecure area of South Vietnam following an engine explosion. An HH-43B, piloted by Capt Franklin Chase, was scrambled from Tan Son Nhut along with armed UH-1B and F-100 escort. Upon arriving at the scene the HH-43 landed within the defense perimeter the six survivors had set up. All six were recovered in good condition and taken to Tan Son Nhut.

25. 38ARS-1174-28 Nov 65 (S). Lt JG Frank Harrington was hit by ground fire over North Vietnam. He was able to nurse his damaged F8E over the sea before ejecting. Upon hitting the water he found himself in a very precarious position. There were several junks in the area which immediately headed towards him. The HU-16 was alerted to the bail out by the SAR destroyer and was given vectors into the area. Two A1H RESCAP aircraft were sent ahead, and fired warning shots across the bows of the junks. However, three of the junks continued positive movement toward the survivor. Both A1H pilots commenced strafing and Zuni attacks against the junks, which they severly damaged. By this time the HU-16 was in the area and making his approach. After taxiing along side the survivor, the rescue technician, TSgt Raymond Hawco, jumped into the water and helped the survivor board the aircraft. The slightly injured survivor was taken to Danang.

26. 38ARS-1188-2 Dec 65 (U). While on a bombing mission over South Vietnam the crew of a USN F4B, Lt JG Potter and Lt Schmidt, were forced to eject. An HH-43F was scrambled from Bien Hoa, and vectored into the incident area by a C-123. While the HH-43 was enroute the C-123 pilot notified the RCC, Capt Raymond Murden, that one of the survivors appeared to be injured. He also stated that he had a doctor on board and suggested the HH-43 land at a secure field five miles from the bail out location and transfer the survivors to the C-123, so they could be given immediate medical attention. The HH-43 spotted the first survivor in a field and landed to make the recovery. The downed pilot, who appeared to have a fractured pelvis, was administered morphine by the rescue technician, A1C Henry O'Beirne. The second crewmember was located about one mile away. The HH-43 again landed and picked up the uninjured crewmember. Both survivors were taken to a small field nearby and were transferred to the waiting C-123. [24]

27. 38ARS-1220-15 Dec 65 (U). Capt Dewitt was forced to eject from his crippled F-105 over the Gulf of Tonkin. The HU-16 on prepositioned orbit took up a heading for the bail out site. As the HU-16 made its approach it came under fire from shore batteries. This continued throughout the pick up. There were several junks in the area; however, they did not interfere with the rescue. The HU-16 pilot, Capt Nicholas, taxiied toward the survivor, and when he was brought aboard he was found to be in shock and had a broken leg. He was taken to Danang and turned over to the waiting ambulance.

24 Append 6 page 9

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28. 38ARS-1236-20 Dec 65 (C). Capt John Ruffo was forced to eject from his F-105 after being hit by ground fire. He landed in a bay about one half mile off the North Vietnamese coast, and approximately the same distance from several islands. The survivor came under small arms fire from both the islands and the mainland. His day flare was spotted by the HU-16 crew which immediately water landed. The rescue technician jumped into the water and aided the survivor aboard. There was intense ground fire directed at the HU-16 at this time, and there were also numerous junks in the area. In order to take off, the HU-16 pilot, Major William Dewitt, had to thread his way through the junks, and between two islands. As most of the fire seemed to be coming from the islands he directed RESCAP aircraft to bomb them, and as this was in progress the HU-16 took off. Immediately following take off the rescue technician, SSgt Dudley Peckingpaugh, treated the survivor for burns and shock, he was transferred to the waiting ambulance upon landing at Danang.

29. 38ARS-1239-21 Dec 65 (S). The HC-54 on prepositioned orbit was notified by a F-105 that his wingman had ejected over North Vietnam. As the HC-54 headed toward the incident site, two HH-3's were scrambled from Nakhon Phanom, Thailand, along with A1E escort. The A1E's spotted the chute and a pen flare while the HH-3's were hovering above the clouds at 5000 feet. After looking without success for a hole to let down through, the HH-3 pilot, Capt Butera, asked the A1E pilot to give radio steers so as to place them over a valley. They entered the clouds at 5000 feet and did not break out until they were less than 1000 feet above the terrain. Soon after, the chute was spotted, and the helicopter came to a hover over the side of a mountain covered by trees 60 feet high. The hoist was lowered and the pilot recovered. Due to the terrain a straight ahead take off was necessary although this meant flying directly over a village. Two bursts of automatic weapons fire were aimed at the HH-3 as it passed over the village. The two A1E's immediately returned the fire, successfully suppressing it. The survivor was taken to Udorn AB, Thailand.[25]

30. Flying activities for mission listed in paragraphs 8 through 29.

MISSIONS	NUMBER OF SORTIES(ARS)	OBJECTIVES	TYPES AND NR ARS ACFT LOST	ARS MENWIA, KIA, MIA
6-398-5Oct 65	18	31 Btl Cas*		
6-929-9Oct 65	6	3 Blt Cas*		
38-1027-12Oct 65	6	1 F105 Pilot		
38-1055-22Oct65	2	1 A1E Pilot		
38-1073-28Oct 65	4	2 F-4B Crew		
38-1081-30Oct 65	9	7 UH1B crew		
38-172-1 Nov 65	1	13 P2V Crew and Pax		
38-1084-1 Nov 65	2	1 RF101 Pilot		
38-1088-1 Nov 65	4	1 A4C Pilot		

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MISSIONS	NUMBER OF SORTIES(ARS)	OBJECTIVES	TYPES AND NR ARS ACFT LOST	ARS MENWIA , KIA, MIA
38-1110-6 Nov 65	4	1 F105 Pilot 2 A1E Pilots 4 CH3C crew 4 SH3 crew	1 Ch-3C	3 MIA 1 WIA
38-1111-7 Nov 65	1	1 A4C Pilot		
38-1114-8 Nov 65	71	106 Btl Cas*		
PROV 1-1-14 Nov 65	5	Accid. Vict.		
38-1138-17 Nov 65	2	1 F8E Pilot		
38-1141-18 Nov 65	3	1 F105 Pilot		
7-671-21 Nov 65	2	UNK C-123		
38-1167-26 Nov 65	2	6 UH1B crew		
38-1174-28 Nov 65	2	1 F8E Pilot		
38-1188-2 Dec 65	4	2 F4B crew		
38-1220-15 Dec 65	3	1 F105 Pilot		
38-1236-20 Dec 65	2	1 F105 Pilot		
38-1239-21 Dec 65	3	1 F105 Pilot		

*Battle Field Casualty evacuation.

31. Key personnel assigned. (U) 38th Air Rescue Squandron

Col Arthur W. Beall	Commander [26]
Lt Col James L. Blackburn	Operations Officer
Lt Col Donald F. Karschner	Chief JSARC
Maj Franklin H. Roberts	Chief of Maintenance
1st Lt James R. Haug	Supply Officer
CWO W-4 Earl A. Wilson Jr.	Administrative Services Officer

Det Prov First, 38ARS, Cam R nh Bay AB, RVN Capt Richard C. Pfadenhaur, Cmdr [27]
Det 2, 38ARS, Takhli AB, Thailand, Capt Edwin J. Christy, Cmdr [27]
Det 3, 38ARS, Ubon AB, Thailand, Capt Henry P. Fogg, Cmdr [27]
Det 4, 38ARS, Korat AB, Thailand, Capt Jerome R. Luttinger, Cmdr [27]
Det 5, 38ARS, Udorn AB, Thailand, Major Baylor R. Haynes, Cmdr [27]
Det 6, 38ARS, Bien Hoa AB, RVN, Major Maurice G. Kessler, Cmdr [29]
Det 7, 38ARS, Danang AB, RVN, Major Charles E. Hamrick, Cmdr [28]
Det 9, 38ARS, Pleiku AB, RVN, Capt Richard R. Cowles, Cmdr [27]
Det 10, 38ARS, Bien Thuy AB, RVN, Capt Ervin L. Schaefer, Cmdr [30]

26 Atch 1
27 Atch 5
28 Atch 3
29 Atch 8
30 Atch 9

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b. The following depicts the authorized versus assigned strength of the organization as of 31 December 1965.

UNIT	OFFICERS AUTH	OFFICERS ASSGD	WARRANT OFFICERS AUTH	WARRANT OFFICERS ASSGD	AIRMEN AUTH	AIRMEN ASSGD
38th ARS, Tan Son Nhut AB, RVN	15	14(6 TDY)	0	1	19	17 (19 TDY)
Det 1, 38th ARS, Nakhon Phanom AB, Thailand	24	0	0	0	60	0
Det 2, 38th ARS, Takhli AB, Thailand	6	6	0	0	13	13
Det 3, 38th ARS, Ubon AB, Thailand	6	6	0	0	13	13
Det 4, 38th ARS, Korat AB, Thailand	6	6	0	0	13	11
Det 5, 38th ARS, Udorn AB, Thailand	12	31(10 TDY)	0	0	26	81(29 TDY)
Det 6, 38th ARS, Bien Hoa AB, RVN	10	9	0	0	28	30
Det 7, 38th ARS, Danang AB, RVN	22	9(15 TDY)	0	0	67	24(28 TDY)
Det 9, 38th ARS, Pleiku AB, RVN	10	7 TDY	0	0	18	15 TDY
Det 10, 38th ARS, Bien Thuy AB, RVN	0	4 TDY	0	0	0	9 TDY
Det Prov First, 38th ARS Cam Ranh Bay AB, RVN	0	4 TDY	0	0	0	13 TDY
TOTAL:	111	81(46 TDY)	0	1	257	189(113 TDY)

c. Information on Key Detachment Personnel are in Appendixes 1 thru 10.

32. EQUIPMENT (S)

a. 38 ARS, Tan Son Nhut AB, RVN
2 HH-43B Helicopters

b. Det Prov 1st, Cam Ranh Bay AB, RVN
2 HH-43B Helicopters

c. Det 2, 38 ARS, Takhli AB, Thailand
3 HH-43B Helicopters

d. Det 3, 38 ARS, Ubon AB, Thailand
3 HH-43B Helicopters

e. Det 4, 38 ARS, Korat AB, Thailand
3 HH-43B Helicopters

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f. Det 5, 38 ARS, Udorn AB, Thailand
3 HH-43B Helicopters
6 HH-3 Helicopters
1 CH-3C Helicopter
4 HC-54 Helicopters (TDY)

g. Det 6, 38th ARS, Bien Hoa AB, RVN
3 HH-43F Helicopters

h. Det 7, 38th ARS, Danang AB, RVN
3 HH-43F Helicopters
4 HU-16 Helicopters (TDY)
1 HH-43B Helicopter

i. Det 9, 38th ARS, Pleiku AB, RVN
2 HH-43F

j. Det 10, 38th ARS, Bien Thuy AB, RVN
1 HH-43B
1 HH-43F

33. Additional Data/and/or Remarks (S)

Captain High, 38th ARS HH-3 Standardization officer observed a refueling operation conducted between a destroyer at sea and an airborne CH-3B. The report of this operation as applicable to HH-3C's was forwarded to Air Rescue Service Headquarters.

34. Appendixes (U)

1. History, Detachment Provisional First
2. " " 2
3. " " 3
4. " " 4
5. " " 5
6. " " 6
7. " " 7
8. " " 9
9. " " 10

35. DOCUMENTATION (U)

1. Attachment 1, 38th ARS SO 111, 18 Nov 65
2. Attachment 2, 38th ARS SO 101, 16 Oct 65
3. Attachment 3, 38th ARS SO T-30, 11 Nov 65
4. Attachment 4, 38th ARS SO 106, 3 Nov 65
5. Attachment 5, 38th ARS SO 108, 10 Nov 65
6. Attachment 6, Dept of AF SO G-131, 7 Oct 65
7. Attachment 7, Dept of AF SOG-123
8. Attachment 8, 38th ARS SO 129, 22 Dec 65
9. Attachment 9, 38th ARS SO 8, 18 Jan 66

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HISTORY

OF

DETACHMENT PROVISIONAL FIRST, 38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MAC)

UNITED STATES AIR FORCE

CAM RANH BAY AIR BASE, RVN

10 October - 31 December 1965

RCS: AU-D5 (ARS)

Gary F. Sanderson
1/Lt, USAF
Historian

Richard C. Pfadenhauer
Captain, USAF
Commander

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Det Prov 1, 38 ARSq Hist, Oct-Dec 65

1. Unit. Detachment Provisional First, 38 Air Rescue Squadron.

2. Period of History. This history covers the interval 10 October to 31 December. This unit was activated on 10 October 1965.

3. Station. Cam Ranh Bay, RVN.

4. Assignment. This unit is attached to the 12th Combat Support Group, under the 12th Tactical Fighter Wing.

5. Commander. Captain Richard C. Pfadenhauer, FV 3036912.

6. Mission. The current primary mission of this detachment is Local Base Rescue. This detachment also accepts the Aircrew Recovery Mission in the geographical area within its operational limitations, and is presently accomplishing that mission. In addition, the Base Support Mission is accepted, when it is determined that it will in no way affect the primary mission.

7. Operations.

a. Operational Requirements. The requirements levied upon this detachment are essentially as stated in the mission. The Local Base Rescue Mission at this station presently requires one aircraft and aircrew to be on immediate alert during the period between 0700 and 1800 hours daily. When both aircraft are in commission, another aircrew maintains an immediate scramble capability during the same period for aircrew recovery. In additions, an aircrew for each Combat Ready aircraft maintains a 30 minute scramble capability 24 hours a day. The aircrew requirements for Local Base Rescue are: Pilot, Co-Pilot, 2 Firefighters, and a Medical Technician. The aircrew requirements for Aircrew Recovery are: Pilot, Co-Pilot, Flight Mechanic, and a Medical Technician. All crew members maintain proficiency as per ARSM 55-1.

b. Operational Accomplishments. Detachment Provisional First was the first operational flying unit at Cam Ranh Air Base. The detachment and aircraft arrived at Cam Ranh 20 October 1965 and the unit became operational the same day. The 2 HH-43B's were also the first assigned aircraft to arrive at this station. Upon arrival, the "base" consisted of a runway and several tents. Despite the total lack of base support, the detachment remained operational during the construction of key base facilities, and has never lost its operational status. Notable accomplishments of this unit in the various areas of operations are included in the Appendix. (Appendix 1,

c. Problem Area. This detachment has not encountered any insurmountable problems of a major nature, as evidenced by the fact that the unit has remained operational since its arrival. There are, however,

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problems of a nature serious enough to threaten the operational capability of the detachment, should they remain unsolved. There are also several minor problems arising from operations in this area that are worthy of mention, and that remain beyond the capacity of this unit to solve. These are enumerated under the various areas of operations in the Appendix. (Appendix 2, pages 7 and 8)

d. Plans and Programs. Long term planning for this unit has been impossible, due to the TDY status of the personnel, the temporary nature of the facilities, and the construction phase of the host base.

(1) Short term programs are in effect for the improvement of existing facilities.

(2) Plans for the training of base Firemen and Medical Technicians, should they become available, have been considered.

(3) Plans are also being made to co-ordinate with nearby Army forces for the use of O-1E and armed HU-1B aircraft for cover during Aircrew Recovery missions. It is often desirable to have this capability on the detachment level, since special arrangements to meet each situation can be made, cover aircraft with special capabilities can be utilized, complete escort to and from this station is possible, and since communications to these local units are faster and more reliable than those to JSARC. Through plans put into effect some time ago, this unit has already been sucessful in arranging F-4C cover aircraft in this manner, and desires to extend this capability.

(4) Plans are being made to increase the air-ground communications capability as regards operational missions involving hoist work. When it was determined that this capability was lacking, possible solutions were studied utilizing available equipment. As a result of this program this unit now employs a URC-10, fitted with a helmet plug, which allows crew members being hoisted and those working on the ground to maintain constant communication with the aircraft. This arrangement allows their hands to be free for safety on the hoist and for working on the ground. The solution is not entirely satisfactory, however, in that the constant communications between crew members clutters the guard frequency. Plans are to have URC-10 equipment rechannelized to a rescue frequency.

(5) Plans or programs of a longer range or greater scope would be impractical, due to the provisional status of this detachment.

8. Personnel. Key personnel of this unit are:

Commander and Administrative Officer	Capt Richard C. Pfadenhauer
Supply Officer	Capt Joseph A. Civello
Maintenance Officer	1/Lt George B. Adams
Operations Officer	1/Lt Gary F. Sanderson
NCOIC	MSgt Freddie C. Smith

9. Equipment. Aircraft: 2 HH-43B.
Special Mission Equipment: 2 Fire Suppression Kits.

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10. Additional Data and/or Remarks. None.

11. Appendixes. Four appendixes are included in this report.

Appendix 1	Detailed Operational Accomplishments	Pages 5 and 6.
Appendix 2	Detailed Problem Areas	Pages 7 and 8.
Appendix 3	Narrative Mission Reports	Pages 9 thru 12.
Appendix 4	Summary of Combat Missions Involving Personnel Recovery	Pages 13.

12. Documentation. Documentation includes orders activating this unit and the appointment of its commander.

Unit activation	Page 14.
Appointment of detachment commander	Page 15.

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Appendix 1.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

DETAILED OPERATIONAL ACCOMPLISHMENTS

1. Operational Missions. Since the arrival of the rescue aircraft, the detachment has engaged in numerous base support flights, in this area and to Nha Trang Air Base, to implement construction efforts and supply of critical items for the base. To date, 136 sorties have been flown for that purpose. These efforts, and other co-operative measures on the part of detachment personnel have established and maintained excellent relations with host-base personnel. As a result, this detachment can be expected to receive whatever the base can provide in support of our operation and the welfare of the unit. Upon arrival of fighter aircraft to this base on 1 November, an airborne alert was initiated to cover all take-offs and landings of strike missions. This was adopted as a precautionary measure, and continued until 26 November, when it was determined that pilots of the fighter aircraft had become familiar enough with their operations and the local area that it was no longer necessary and overtaxed our capability. In addition to the Local Base Rescue activities, an Aircrew Recovery capability has been maintained, and several missions have been flown. A narrative report and summary of flying activities for those missions involving personnel recovery are included in this Appendix. (Appendix 3, pages 9 thru 12).

2. Facilities. This unit has constructed and maintained all of its present facilities with its own personnel and equipment, and has in most instances been required to furnish its own construction materials from whatever source was available. To date, the detachment has constructed and now occupies three large tents for operations, supply, and maintenance and approximately 30,000 square feet of ramp area. Construction has included the tent frames, electrical wiring, desks, filing cabinets, work benchs, shelves and storage lockers and numerous other items necessary for effective operations. Only recently has a very limited supply of office equipment become available.

3. Administration. Administrative practices have not differed significantly from established procedures, except where lack of administrative materials and office equipment is concerned.

4. Training. Little flying training has been possible at this station due to:

a. Excessive operational requirements for the assigned personnel and aircraft.

b. The fact that present operational requirements preclude flying time available for such training with only two aircraft.

c. The lack of suitable training areas. Extensive ground training

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has been accomplished, however; particularly in the subjects applicable to this area (i.e. survival, escapt and evasion etc.). In lieu of flying training, extensive briefings and de-briefings have been held to insure the practice of proper procedures, to refine present procedures as regards our operations and problems indiginous to this location and our present mission, and to insure improvement in proficiency and crew co-ordination. This type training has proven to be very effective.

5. Supply. All of the equipment for basic operations of this unit were carried with the detachment from its CONUS station, and have been augmented as necessary from whatever source was available. Although exhaustive efforts have been extended, few results have been obtained through normal supply channels. For this reason, methods and sources of supply have been varied and many, but their use was considered advisable in light of the priority of the rescue mission.

6. Maintenance. The aircraft maintenance at this detachment has been outstanding, considering the problems that have been faced, the conditions under which the personnel have been required to work and the facilities available to work with. Despite these difficulties, the detachment has never been non-operational, and both aircraft have been Combat Ready when ever necessary parts have been available. Maintaining operational status has required extensive canibalization of parts, the procurement of parts from other than normal sources, excellent management of man-hours and equipment on the part of maintenance personnel, and maintenance operations 24 hours a day in all type of weather.

7. Personnel.

(a) Morale and Discipline. The morale of this detachment has been outstanding considering the problems it has faced and the conditions under which it has worked. Discipline has presented no problems.

(b) Honors. No honors have been accorded this unit as of this date.

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Appendix 2

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

DETAILED PROBLEM AREAS

1. Operational Missions. There are few problems as regards operational missions, as established procedures, with minor adaptions for this location and each situation, have proven adequate. Operational capabilities have been hindered, however, by the lack of certain equipment, particularly with respect to communications. Due to the fact that rescue forces must often work in close co-operation with aircraft not UHF equiped, it would seem that FM and VHF communication equipment would prove to be of great value. Also, difficulties have been encountered during operational hoist missions due to the lack of air-ground communications with crew members. Something of the nature of the URC-10, channelized to the rescue frequency, and fitted with a receptacle to accept the standard helmet plug could be worn and used by crew members working on the ground. As a local project, a URC-10 has been fitted with a helmet plug and though still channelized to guard frequency, this arrangement seems to be the most satisfactory solution to this problem available at this level.

2. Facilities. As mentioned previously, all existing facilities have been constructed by detachment personnel, and while adequate to support operations on a temporary basis, are makeshift at best, and are totally unsuitable for permanent operations. All detachment facilities are housed in tents, and the local weather precluded this type of arrangement for anything other than an emergency measure until something more appropriate can be obtained. By the same token, tents are utilized as living quarters for all detachment personnel and as messing facilities for the officers. All other facilities on the base are on the same level. While this presents no major problems, it does require a certain degree of professionalism and devotion to duty on the part of all personnel to maintain the high level of morale necessary for the complete effectiveness of the unit.

3. Administration. No problems concerning administration, other than the lack of office equipment and administrative materials, have been encountered.

4. Training. No problems have been encountered in the ground training program, except the difficulty in obtaining training materials. Most of this training has been directly concerned with our present mission, and has been quite sucessful in its application. Difficulties have been encountered in the flying training area, as present operational requirements preclude flying time available for such training with only two aircraft. Also, almost all of the assigned personnel are actively engaged in daily routine operations, and with the present shortage of personnel, excessive flying fraining beyond that required for proficiency is nearly impossible.

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Appendix 2.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

5. Supply. The absence of effective supply channels has been probably the most pressing problem faced by this detachment. Most of the other difficulties encountered are derrived from a lack of supply items. The base, in its present construction phase, is unable to render the detachment anything but limited support. Even supplies and equipment airlifted to this country with the unit are not yet all in our possession, due to inadequate airlift capabilities from their point of arrival to this station. NORS-G and A-NORS components shipped to this station have been lost in transit, and never recovered. Base Supply agreed to support this unit 13 December 1965, but they are recently established and inadequately staffed, and can only support the detachment through the use of time-consuming manual requisitioning and accounting procedures. Prior to that time, no such support was available. Future prospects indicate only a gradual improvement in the supply capability, and serious difficulties in this line can be expected in the coming months.

6. Maintenance. The problems encountered in maintenance stem mostly from the lack of base support (although some base support is becoming available as facilities are constructed), and the inadequacy of supply channels to provide the necessary parts. Maintenance efforts are also hindered by the lack of detachment facilities, and the inability to protect the aircraft from the weather. No hangar space is available and long periods of rain have resulted in blade problems and electrical circuit difficulties. Constant lubrication is necessary on all mechanical items, and all maintenance and phase inspections must be performed out-of-doors. Due to lack of base facilities, components must often be sent to other bases for necessary repairs, involving excessive delay and long periods out of commission. Corrosion is beginning to be a problem, and requires constant attention.

7. Personnel.

a. Proficiency. Due to the TDY status of all personnel, proficiency has not yet become a problem.

b. Numbers. As yet, no UMD has been established for this unit. With the present manning, operational requirements indicate a current shortage of pilots, firemen, and medical technicians. Future plans are to obtain firemen and medical technicians from assigned base personnel, and in this respect, the shortage of firemen should be allieviated. Obtaining adequate personnel for medical technician duty from the base hospital can be expected to remain a problem.

c. Discipline and Morale. No problems whatsoever have been encountered in this area.

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Appendix 3
Part 1:

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

NARRATIVE MISSION REPORT

1. The following narrative mission report covers mission number Detachment Provisional 1-1-14 November 1965.

(a) At approximately 1210 hours, 14 November 1965, while returning from a base support mission, a small group of people was noted waving to attract our attention on a remote beach at approximately 1201N 10913E. One individual was being given artificial respiration. An immediate landing was made, and the Co-Pilot and Flight Mechanic were off-loaded to check the condition of the victim.

(b) Preliminary examination disclosed that the victim was unconscious having nearly drowned while swimming in the South China Sea. The two crew members then took over the first aid treatment of the victim, while the Rescue Crew Commander returned to home station and secured a doctor.

(c) Upon return to the incident site, the victim had regained consciousness, but was in shock. The doctor recommended immediate evacuation to the US Army Hospital at Nha Trang RVN. This was accomplished without delay.

2. The following crew members participated in the mission:

Rescue Crew Commander	Capt Richard C. Pfadenhauer.
Rescue Crew Co-Pilot	1/Lt theodore S. Cochran
Flight Mechanic	TSgt Eddie Hagerman

3. The mission was closed at approximately 1320 hours, 14 November 1965.

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Appendix 3
Part 2

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

NARRATIVE MISSION REPORT

1. The following narrative mission report covers mission number Detachment Provisional 1-4-6 December 1965.

(a) At 1015 hours, 6 December 1965, the alert crew was notified by the 12th Fighter Wing Command Post of an Army HU-1B with eight personnel aboard, down in the area of Phan Rang. The last known position of the HU-1B was relayed as 10910E 1139N. Exact nature of the emergency was unknown.

(b) A Rescue Crew, consisting of a Pilot, Co-Pilot, Medical Technician and Flight Mechanic, was scrambled at 1025. The HU-1B was located without difficulty and a landing was made. It was disclosed that the Army aircraft had made a precuationary landing due to mechanical difficulties. The HU-1B pilot requested the Rescue Aircraft return his six passengers to Cam Ranh Army Airfield, and requested also an escort to that location for himself and the co-pilot in the damaged helicopter. This was accomplished without difficulty.

2. The following crew members participated in the mission:

Rescue Crew Commander	Capt Joseph A. Civello
Rescue Crew Co-Pilot	1/Lt George B. Adams
Flight Mechanic	A1C Edward D. Erickson
Medical Technician	A1C Leroy C. Juell

3. The mission was closed at approximately 1120 hours, 6 December 1965.

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Appendix 3
Part 3

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

NARRATIVE MISSION REPORT

1. The following narrative mission report covers mission number Detachment Provisional 1-6-14 December 1965.

(a) At 1650, 14 December 1965, the alert crew was notified by JSARC of an O-1E down in an area several miles east of Dalat. The co-ordinates given were; BP390289. The only other information relayed was that the aircraft had definitely crashed, and that another aircraft was staying in the area as cover, and to insure immediate location of the incident.

(b) Three F-4C's were scrambled by the 12th Fighter Wing Command Post for fighter cover upon request of the Alert Crew. Two F-100's for additional cover were arranged by JSARC.

(c) A Rescue Crew, consisting of a Pilot, Co-Pilot, Medical Technician and Flight Mechanic, was scrambled at 1700 hours. The general area of the incident was located without difficulty, and contact was established with the cover aircraft, who directed the Rescue Crew to the crash site.

(d) The crash had occurred in a heavily forrested area on the side of a mountain, at 4800 feet MSL. As there was no place to land within several miles, it was necessary to lower the Medical Technician on the hoist to determine the possibility of survivors.

(e) The Medical Technician was able to definitely determine that the two O-1E crew members were deceased. It was impossible to recover their bodies, however, since the aircraft was still burning, and there was intense heat in the cockpit area. It was determined that the Rescue Crew could be of no further assistance, so the Medical Technician was hoisted to the aircraft, and the Rescue Crew returned to the home base.

2. The following Crew members participated in the mission:

Rescue Crew Commander	Capt Joseph A. Civello
Rescue Crew Co-Pilot	1/Lt Gary F. Sanderson
Medical Technician	A1C Leroy C. Juell
Flight Mechanic	SSgt James W. Hollaway

3. The mission was closed at approximately 1900 hours, 14 December 1965.

4. The mission was re-opened at 2130 hours, 14 December upon request of DASC, II Corps, after prior co-ordination with JSARC.

(a) As it was not considered feasible to recover the bodies of the two deceased crew members by ground party, due to hostile enviroment and rough terrain, it was requested that a Rescue Crew make the recovery.

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Appendix 3
Part 3

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

(b) A Rescue Crew consisting of a Pilot, Co-Pilot, Flight Mechanic and two Medical Technicians, was dispatched at 0700, 15 December to return to the crash scene.

(c) The crash site was relocated without difficulty. A-1E and O-1E cover aircraft arrived simultaneously, as per schedule co-ordinated with DASC. The two Medical Technicians were lowered on the hoist to the wreckage. They removed the deceased' remains from the wreckage, and carried them to a suitable location for the aircraft to hoist them aboard.

(d) Upon request of DASC, the Medical Technicians also checked the wreckage for possible causes of the accident. Although the O-1E had been engaged in firing rockets at enemy ground forces at the time of the crash, it was not possible to determine if ground fire was responsible.

(e) The crew members and remains were hoisted aboard the aircraft without incident. Since the entire recovery operation required one hour twenty minutes over the crash scene, it was necessary to land at Camly Airport Dalat, to refuel. A short memorial service and awards presentation was held for the deceased by American and Vietnamese forces at this time, and the Rescue Crew was obliged to participate in this ceremony.

(f) The remains were then evacuated to Nha Trang Air Base without delay.

4. The following crew members participated in the mission:

Rescue Crew Commander	Capt Richard C. Pfadenhauer.
Rescue Crew Co-Pilot	1/Lt Gary F. Sanderson.
Flight Mechanic	TSgt Paul J. Gorman.
Medical Technician	SSgt Truman R. Kilburn.
Medical Technician	A1C Leroy C. Juell.

5. The mission was closed at approximately 1230 hours, 15 December 1965.

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Appendix 4.

Det Prov 1, 38 ARSq Hist, Oct-Dec 65

Summary: Combat Mission Involving Personnel Recovery

Mission Number Number Sorties		Hours	Objective	ARS A/C Lost	ARS Personnel Lost	Wounded or Missing in Action
Det Prov 1-1-14	2	1+00	1 USAF MIL	None	None	None
Det Prov 1-4-6	2	0+55	1 USA HU-1B	None	None	None
Det Prov 1-6-14	4	5+30	1 USAF O-1E	None	None	None

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-131

7 October 1965

Detachment Provisional, First, 38 Air Rescue Sq, is designated and organized at Cam Ranh Bay AB, Vietnam, effective 10 Oct 65. Logistic support will be provided by installation where located. Personnel and equipment will be provided by Comdr, 38 Air Rescue Sq. Air Rescue Service will notify Hq MATS (MAXMO) upon completion of mission. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

W. J. ATKINS, Colonel, USAF
Director of Administrative Services

DISTRIBUTION
1 - Hq USAF (AFCAS-5, AFIGO, AFADS-1A)
3 - (AFMSG, AFOMO, AFOAPD, AFPMP, AFPDC)
2 - Hq MATS (MAFOIH)
1 - (MAASG, MABAC, MABBU, MAXMOEO, MADASPD, MADASAM, MADASAD, MADASAS, MABDC, MABMA, MADASR, MAIIG, MAIIGSP, MAEDC, MAMDC, MAMLG, MAMME, MAMMEE, MAMSS, MAODC, MASJA, MAXPD, MAXWP, MAXLA)
3 - (MAMSSEP)
14 - (MAPEX)
10 - (MADASAO)
7 - (MAXMOR)
12 - (MAXMOP)
15 - AWSAS
30 - ARS
2 - WESTAF, EASTAF, APCS
5 - Det Prov, First, 38 Air Rescue Sq; 38 Air Rescue Sq; PACAF
2 - Comdr, Cam Ranh AB, Vietnam
2 - AU Library; AFLC (MCSEM, MCSDC); ARPC, 3800 York St, Denver, Colo
2 - Det 16, Det 15, Hq MATS
2 - 1405 Aeromed Trnsp Wg; 1254 Air Trnsp Wg (PER); 1707 Air Trnsp Wg; 1254 Air Trnsp Wg
1 - Res and Coord Sec, Ref Svc Br, MPRC, St Louis, Mo; Resident Auditor, Bldg 750, Scott AFB, Ill
5 - Det 36, Hq MATS

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
NO

10 November 1965

1. Each of the following officers is designated as Detachment Commander of unit indicated. Effective this date

Detachment 2, 38th Air Rescue Squadron, APO San Francisco 96273
CAPT EDWIN J. SHRIER, FV2226948

Detachment 4, 38th Air Rescue Squadron, APO San Francisco 96204
CAPT H. Y. [illegible], FR72104

Detachment 5, 38th Air Rescue Squadron, APO San Francisco 96237
CAPT BAIL [illegible], FR43281

Detachment 6, 38th Air Rescue Squadron, APO San Francisco 96227
CAPT WILLIAM T. HAYES JR., FV1912294

Detachment 9, 38th Air Rescue Squadron, APO San Francisco 96295
CAPT RICHARD H. COOLEY, FV3035836

Detachment Provisional First, 38th Air Rescue Squadron, APO San Francisco 96312
CAPT RICHARD C. PFADENHAUER, FV3036912

CAPT JEROME R. LUTTINGER, FV941787, is designated as Detachment Commander of Det 4, 38th Air Rescue Squadron, APO San Francisco 96233, effective this date, vice CAPT HAROLD D SALEM, FV3027257, relieved.

FOR THE COMMANDER

HIGSON JR.
MAJ, W 4, USAF
Administrative Serives Officer

DISTRIBUTION
5 Individual
10 38th ARS
10 1360 ABG
5 Each Det
1 ARS ARDC
1 ARS ARRS

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SECRET

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

1 October - 31 December [illegible]

[illegible]

David B. Hightower
[illegible]
Historian

Edwin C. Christy
[illegible]
Commander

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[illegible]

1. [illegible]: Det [illegible]: 2, 3 [illegible] Squadron.

2. [illegible]: 1 October 1[illegible] through 31 December 1[illegible].

3. [illegible]: [illegible], [illegible]

4. [illegible]: Det 2 is assigned to the 3[illegible] Squadron, [illegible], Viet [illegible]. It [illegible] operational control of the [illegible] Detachment [illegible], [illegible], [illegible].

5. [illegible]: 1 October 1[illegible] through 1[illegible] October 1[illegible], [illegible] Joseph [illegible], [illegible]. [illegible] from [illegible], [illegible]. 10 October 1[illegible] [illegible] in [illegible], [illegible]. [illegible] Christy arrived [illegible] on 1 October 1[illegible] [illegible] on 10 October 1[illegible] [illegible] of [illegible].

6. [illegible]: [illegible] of [illegible] [illegible].

7. [illegible]:

[illegible]

[illegible]

8. [illegible]:

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	1	
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		

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List below is a roster of all assigned officers and airmen to this detachment as of 31 December 1965.

NAME	RANK	AFSN	DATES	DAFSC
Christy, [illegible] J.	Capt	[illegible]2624	14 Oct [illegible]	10250
Cives, David F.	Capt	[illegible]2970	14 Oct [illegible]	10250
Lightsomer, David [illegible].	Capt	[illegible]1[illegible]	14 Oct [illegible]	10250
Smith, [illegible] L.	Capt	[illegible]0040	14 Oct [illegible]	10250
[illegible], Kenneth [illegible].	1stLt	[illegible]21[illegible]	10 Oct [illegible]	10250
Powell, George L. Jr.	1stLt	[illegible]7124	14 Oct [illegible]	10250
Pontopolus, William	SMSgt	[illegible]192	1 Sep [illegible]	45100
Doering, John [illegible]. Jr.	MSgt	[illegible]5[illegible]605	1 Sep [illegible]	A45170
Klem, John [illegible].	TSgt	[illegible]1[illegible]0453	1 Sep [illegible]	A45170
[illegible]ette, John L.	SSgt	[illegible]1743[illegible]255	1 Sep [illegible]	70070
[illegible]ield, [illegible]	SSgt	[illegible]1727[illegible]072	23 Sep [illegible]	A45170
Colliflower, [illegible]ard [illegible]. Jr.	A1C	[illegible]33547[illegible]63	23 Sep [illegible]	45150
Cutillo, David [illegible].	A1C	[illegible]1267[illegible]66	29 Apr [illegible]	A45150
Evans, Bobby [illegible].	A1C	[illegible]1593435	1 Sep [illegible]	45250
Howe, Ro[illegible]ld [illegible].	A1C	[illegible]1725535	1 Sep [illegible]	A45150
[illegible]ellen, [illegible]dward Jr.	A1C	[illegible]1254054	1 Sep [illegible]	A45150
Solderbeen, [illegible]harles [illegible].	A1C	[illegible]0607007	23 Sep [illegible]	A45150
[illegible]llis, Percy [illegible].	A[illegible]	[illegible]1375734	1 Sep [illegible]	A45150
Moreno, Charles A.	A2C	[illegible]1[illegible]145	1 Sep [illegible]	A45150

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HISTORY

OF

DETACHMENT 3

THIRTY-EIGHTH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

UBON AIR BASE, THAILAND

1 October - 31 December 1965

RCS: AU-D5 (ARS

RONALD C. TUBBS
1stLt, USAF
Historian

HENRY P. FOX
Captain, USAF
Commander

CONFIDENTIAL

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Det 3, 38 ARS Oct - Dec 65

1. Unit. This unit has the official designation of Detachment 3, 38th Air Rescue Squadron (ARS). This designation was received on 1 October 1965. The unit was originally designated the Detachment Provisional 3rd (PARC).

2. Period of History. This history encompasses the period of 1 October thru 31 December 1965.

3. Station. Detachment 3 is based at Ubon AB, Thailand. This base is located near the town of Ubon in northeastern Thailand, approximately 300 miles from Bangkok.

4. Assignment. Detachment 3 is assigned to the 8th Tactical Fighter Wing (F-4C) for the purpose of rendering LBR support.

5. Commander. Captain Henry P. Fogg, FV2221670, is the Detachment Commander. He replaced Captain William W. Cunningham, FR66312, on 4 October 1965.

6. Mission. The mission of Detachment 3 is to render LBR support to the 8th Tactical Fighter Wing. The unit mission is more hazardous than normal in the fact that the fighter aircraft carry ordnance for combat missions. In furnishing local support, the detachment has the normal range of 75NM to the north and west, but is limited to less than 50 miles to the east and south by the borders of Laos and Cambodia, respectively. Due to geographical location, Detachment 3 is not normally called upon to render ACR support, but could furnish such (with limited range), if required. Detachment 3 also has the capability of base support other than rescue if the primary mission is not jeopardized in any way.

7. Operations. Detachment 3 accumulated a total of 197:00 flying hours during the reporting period. This includes 94:00 hours for operational flights and 100:00 hours for training flights. Operational flights include 83:00 hours flown in precautionary orbit with the FSK in support of armed take-offs or in-flight emergencies and 11:00 hours for other base support missions. There were no combat missions flown during this period.

8. Personnel. This unit is manned by 6 officers and 13 enlisted men. Key personnel and duties are listed in Appendix A.

9. Equipment. The detachment is equipped with three Kaman HH-43B helicopters configured with the standard fire suppression and personnel recovery equipment.

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10. Additional Data and Remarks.

a. Unit Facilities. This unit enjoys exceptional relations with the host base and has constantly strived to improve them throughout the reporting period. Unit facilities furnished by the base include a 145' x 185' PSP helicopter pad located on the north end of the flight line and a 20' x 80' newly-constructed wooden building adjoining the pad which houses both operations and maintenance and in addition, serves as an alert facility. Both the operations area and the alert lounge are air-conditioned.

b. Problem Areas. During October, November and December, Detachment 3 encountered only one problem of major significance in acrrying out its mission, and that was in the area of supply. Due to the low priority of an LBR unit in SEA, Detachment 3 has only maintained 2 of its 3 helicopters operational since 8 October. One helicopter has remained NORS throughout this period due to non-availability of parts. During December, however, supply channels in Thailand were re-organized and the problem appears to be slightly alleviated.

11. Appendixes. Appendix A, Key Personnel and Duties, page 3.

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APPENDIX A: Key Personnel and Duties.

Captain Henry P. Fogg, FV2221670	Commander
Captain JAY M. STRAYER, FR65501	Operations Officer
Captain Israel Freedman, FR72104	Maintenance Officer
Captain Gerald B. Van Grunsven, FV3105957	Safety Officer
1st Lt Ronald C. Tubbs, FR64116	Administrative Officer
1st Lt Joseph W. Sprague, FV3130576	Training Officer
SMSgt Donald J. Zecha, AF17179151	Maintenance Superintendent and NCOIC

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UNIT HISTORY

RCS - AU - D5 (ARS)

Detachment 4

38th Air Rescue Squadron

3rd Aerospace Recovery and Rescue Group

Pacific Air Rescue Center

Air Rescue Service

Military Airlift Command

United States Air Force

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1. Unit. Detachment 4 of the 38th Air Rescue Squadron.

2. Period of History. 1 October 1965 to 31 December 1965.

3. Station. Korat Air Base, Thailand.

4. Assignment. Operational control is provided through the 6234th Tactical Fighter Wing Command Center. Logistic support is obtained through the 6234th Combat Support Group. Administration and Training are handled through the Detachment and the 38th Air Rescue Squadron.

5. Commander. Captain Jerome R. Luttinger, FV 941787, was assigned PCS Commander of the Detachment in replacement of Captain Harold D. Salem who was TDY Commander of this Detachment. Captain Luttinger assumed command VOCO on the 20th of October 1965.

6. Mission. The primary mission of this Detachment is to provide Local Base Rescue coverage for the 6234th Tactical Fighter Wing. The secondary mission is to provide helicopter base support.

7. Operations.

a. During the month of October the TDY personnel assigned to this Detachment were replaced by the first PCS personnel assigned to Detachment 4, 38th Air Rescue Squadron. There were no significant problems involved in the change, however some of the newly assigned personnel were not qualified in the HH-43B aircraft which presented a few minor problems initially.

Operationally the Detachment has been involved in a number of noteworthy missions during the quarter. On the tenth of October the 6234th Tactical Fighter Wing Command Post notified the Detachment of an accident at a GCI Site approximately fifty nautical miles from this station. A truck with a work crew had overturned near the base of a hill on which the site was located and twenty two persons had received injuries. At 1215 Rescue 93 departed Korat Air Base with one Flight Surgeon on board. Rescue 93 arrived on the scene at 1300 and proceeded to pick up one litter patient and one ambulatory patient. These two more seriously injuried personnel were transported to the 31st Field Hospital arriving in Korat at 1415.

On the 20th of October the Detachment received a call from the Wing Command Post, at 1912 of a medical evacuation mission from a GCI Site. Once again a ground accident had injured two American Army personnel. At 1989 hours, Rescue 44 departed Korat Air Base for the GCI Site and arrived at the site approximately fifty minutes later. Rescue 44 was directed to the sight via the Korat GCA and landed on a helo pad approximately 3 miles north of the site.

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The pad was illuminated by the lights of a number of trucks surrounding the pad. By 2110 hours, Rescue 44 had departed the Site for Korat where the two patients were transferred to the 31st Field Hospital.

At 1500 hours on the 4th of November Wing Command Post notified this Detachment of a medical evacuation from an Army Engineer Camp located twenty seven nautical miles south of Korat. Since only one aircraft was in commission at the time, the Command Post did not release an aircraft for the evacuation until the tactical flying at Korat had terminated. At 1635 hours, Rescue 44 was released and was enroute to the camp. Two Thailand Nationals had received severe injuries while attempting to clear an area of large trees when a tree fell on a grader which they were operating. One man had been evacuated by ambulance earlier and we were later informed of his death shortly after his arrival at the 31st Field Hospital. Rescue 44 picked up the other litter patient and returned with him to the 31st Field Hospital, Korat Air Base, at 1730 hours. We were subsequently informed by Army Medical personnel that the patient who had been evacuated by helicopter had survived possibly due to his rapid evacuation.

On 9 November at 1630 hours, Detachment 4 was notified of a pending search mission. Four ECAFE members (a United Nations organization) had been missing since 7 November near the Kheo Yai River. Due to impending darkness it was agreed through Wing Command Post to postpone the search until the following morning. At 0525 hours on the 10th of November Rescue 44 was airborne. The rescue commitment at Korat Air Base was maintained by an HH-43B from Detachment 5, 38th Air Rescue Squadron, which arrived early on the morning of the 10th, since this Detachment had only one helicopter in commission. The search site was approximately forty five nautical miles to the West of Korat. Rescue 44 arrived on scene at 0620 hours. At 0650 hours, Rescue 44 spotted smoke coming from an area near the bottom of a deep tree lined gorge. After making several passes over the area one of the survivors was spotted. Due to the rugged terrain there were no landing sites available, therefore it was decided to lower a man on the hoist to determine if medical assistance was required by the survivors. It was discovered that one member of the party had suffered a minor injury. Rescue 44 then flew to a nearby Army Camp and directed a ground party to the survivors. All four members were led out of the area safely.

On the 29th of November, Detachment 4 received a third HH-43B (60-0280) from Detachment 5, 38th Air Rescue Squadron.

A notification from the Korat Air Base tower was received by this Detachment on 1242 hours on the 8th of December of a bailout thirty nine nautical miles north of this Station. Rescue 44 departed Korat Air Base at 1244 hours and located the downed pilot at 1309 hours. The pilot had sustained no injuries and was returned to Korat at 1420 hours after locating the aircraft wreckage.

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During the following days a number of support missions were flown to the crash site for purposes of extracting the wreckage. A total of thirty five hours plus fifty five minutes were flown in support of this mission to the present time.

One of the most persistant problems encountered by this Detachment during this quarter has been in the area of Supply. Our NORS rate for this period has been 7.3 per cent for October, 36.9 per cent for November and 23.5 per cent for December. In Commission rates have been 91.8 per cent, 58.2 per cent and 69.9 per cent respectively. Base supply on Korat Air Base has just recently been established and on the 22nd of December base supply assumed our account.

Training during this period has been less than normal due to lack of fire pit equipment and flyable aircraft. With the exception of fire suppression training, all training requirements will be met. Necessary ground training for upgrading non-rated personnel from un-qualified to qualified is now being accomplished.

8. Personnel.

Captain Jerome R. Luttinger, FV 941787
Detachment Commander

Captain John S. Lapham, FR 27310
Administrative Officer

Captain Ellis F. Wallace, FV 3083406
Operations and Training Officer

Captain Lew E. Phillips, FV 3117404
Maintenance and Supply Officer

1st Lt Gary N. Beson, FV 3131803
Safety Officer

Captain Donald J. Couture, FR 29974 arrived this station on 27 December 1965.

SMSgt Joseph J. Jeziorc, AF 32036303
Maintenance Superintendent

SSgt Arthur L. Foster, AF 13476513
Flight Chief

SSgt Nolan P. Pearson, AF 14087511
Line Chief

SSgt Vernon R. Kolander, AF 27353728
Engine Specialist and Supply Sergeant

Item 1

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9. Equipment.

Three (3) HH-43B aircraft

58-1845

59-1586

60-0280

Two (2) Fire Suppression Kits

6610551

561075

10. No additional remarks.

11. The following listed appendixes are attached:

A. Appendix 1, Summary of Flying Activities

12. The following listed orders are attached:

Special Order P-274 dated 18 November 1965 appointing Captain Jerome T. Luttinger as Detachment Commander

Special Order 126 dated 21 December 1965 assigning additional duties

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APPENDIX A SUMMARY OF FLYING ACTIVITIES

MISSIONS	NO OF SORTIES	OBJECTIVES	TYPE AND NO OF ARS A/C LOST	NO OF ARS MEN LOST, MISSING, WOUNDED
4-872-10	1	Med Evac	0	0
4-873-28	1	Med Evac	0	0
4-874-4	1	Med Evac	0	0
4-875-10	1	Search	0	0
4-8	1	Search & Rescue	0	0

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HEADQUARTERS
1360th AIR BASE GROUP
AIR PHOTOGRAPHIC AND CHARTING SERVICES (MATS)
UNITED STATES AIR FORCE
ORLANDO AIR FORCE BASE, FLORIDA

SPECIAL ORDER
P-374

13 November 1965

1. MSGT CARL E SORENSON, AF32425345, 31 ARSq, APO San Francisco, 96274, is assigned duty as Maintenance Technician, Maintenance Section, DAFSC 43171A, (PEC 765) Functional Code 2200, effective 1 Nov 65. CAFSC 43171A. DEROS: 30 Apr 67.

2. A1C BENNIE M BARRAS, AF14493060, 31 ARSq, APO San Francisco, 96274, is assigned duty as Flight Mechanic, Operations, DAFSC A43151A, (PEC 765) Functional Code 3110, effective 3 Nov 65. CAFSC A43151A. DEROS: 30 Apr 65.

3. A1C HUGH P CHEATHAM, AF15591937, 31 ARSq, APO San Francisco, 96274, is assigned duty as Personnel Specialist, Administration, DAFSC 73250, (PEC 765) Functional Code 3100A, effective 2 Nov 65. CAFSC 73250. DEROS: 30 Apr 67.

4. A2C JOSEPH L COMER, AF19703459, 31 ARSq, APO San Francisco, 96274, is assigned duty as Aircraft Electrical Navigation Equipment Repairman, C & E, DAFSC 30151, (PEC 765) Functional Code 2412, effective 3 Nov 65. CAFSC 30151. DEROS: 30 Apr 67.

5. A1C WILLIAM C ALVERSON, AF14063968, 31 ARSq, APO San Francisco, 96274, is assigned duty as Aircraft Mechanic, Maintenance, DAFSC 43151A, (PEC 765) Functional Code 3110, effective 2 Nov 65. CAFSC 43151A. DEROS: 29 Apr 67.

6. CAPT BRUCE R RAUHE, FR28741, 76 ARSq, APO San Francisco, 96553, is relieved from duty as HC-97 First Pilot, Operations, DAFSC 1035Z, Functional Code 3110, and assigned duty as HC-97 Rescue Crew Commander, Operations, DAFSC 1035Z, (PEC 765) Functional Code 3110, effective 8 Oct 65.

7. A2C GEORGE A PHINN, AF12702815, 76 ARSq, APO San Francisco, 96553, is assigned duty as HC-97 Mechanic, Maintenance, DAFSC 43151A, (PEC 765) Functional Code 2200, effective 27 Sep 65. CAFSC 43131A. DEROS: 30 Nov 67. Airman continued OJT-B for AFSC 43151A.

8. The DAFSC of A2C RAYMOND V WILSON, AF23478665, 76 ARSq, APO San Francisco, 96553, is changed from 43131A to 43151A, effective 1 Nov 65. No change in Duty Title or Functional Code.

9. The DAFSC of A1C KENNETH C REITER, AF13772727, 76 ARSq, APO San Francisco, 96553, is changed from 43131A, to 43151A, effective 1 Nov 65. No change in Duty Title or Functional Code.

10. TSGT JACKIE HENERSON, AF14412135, 38 ARSq, APO San Francisco, 96307, is assigned duty as Command and Control Technician, Command Post, DAFSC 27470, (PEC 765) Functional Code 1350, effective 25 Aug 65. CAFSC 27470. DEROS: 2 Oct 66.

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SO P-374, 1360 ABGP, APCS, (MATS), USAF, Orlando AFB, Fla, 18 Nov 65

11. CAPT JOHN S LAPHAM, FR27310, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as HH-43B Rescue Crew Commander, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

12. CAPT ELLIS E WALLACE, FV3083306, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as Rescue Crew Commander HH-43B, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

13. CAPT JEROME R LUTTINGER, FV941787, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as Detachment Commander, Command, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

14. CAPT LEW E PHILLIPS, FV3117404, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as HH-43B Rescue Crew Commander, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

15. 1ST LT GARY N BESON, FV3131803, Det 4, 38 ARSq, APO San Francisco, 96233, is assigned duty as HH-43B Rescue Crew Commander, Operations, DAFSC 1025C, (PEC 765) Functional Code 3110, effective 19 Oct 65. DEROS: 15 Oct 66.

16. A1C LAWRENCE E COOPER, AF14401785, Det 6, 38 ARSq, APO San Francisco, 96227, is assigned duty as Helicopter Mechanic, Maintenance, DAFSC A43150, (PEC 765) Functional Code 2200, effective 26 Sep 65. CAFSC A43150. DEROS: 22 Sep 66.

17. CAPT RONALD L BACHMAN, FR66227, Det 6, 38 ARSq, APO San Francisco, 96227, is assigned duty as Helicopter Pilot, Operations, DAFSC 1025C, (PEC 765) Functional Code 2200, effective 31 Oct 65. DEROS: 29 Oct 66.

18. CAPT KARL G KING, FV3103564, Det 6, 38 ARSq, APO San Francisco, 96227, is assigned duty as Helicopter Pilot, HH-43B, Operations, DAFSC 1025C, (PEC 765) Functional Code 2200, effective 31 Oct 65. DEROS: 29 Oct 66.

19. A1C EARNEST G PARKER, AF19646709, Det 7, 38 ARSq, APO San Francisco, 96337, is assigned duty as Helicopter Mechanic, Maintenance, DAFSC A43150, (PEC 765) Functional Code 3100C, effective 4 Oct 65. CAFSC A43150. DEROS: 29 Sep 66.

20. SSGT WILLIAM HOPKINS, AF12376688, Det 7, 38 ARSq, APO San Francisco, 96337, is assigned duty as Administrative Specialist, Operations, DAFSC 70250, (PEC 765) Functional Code 3100C, effective 13 Sep 65. CAFSC 70250. DEROS: 7 Sep 66. Airman entered OJT-D for AFSC 70250. Estimated date of completion May 66.

FOR THE COMMANDER

Corene Brooks

CORENE BROOKS
Major, USAF
Chief, Military Personnel

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
26

21 December 1965

1. The following officers Det 4, 38th Air Rescue Squadron, APO San Francisco 62[illegible]3, are assigned additional duties as indicated.

CAPT JOHN S. [illegible]HAM, FR 7310

Administrative Officer
Security Officer
Manuals Control Officer
JI Administrator

CAPT ELLIS E. WALLACE, FV3[illegible]3306

Operations Officer
Training Officer
Classified Control Officer

CAPT [illegible] PHILLIPS, FV3117404

Maintenance Officer
Supply Officer
Foreign Object Damage Officer
Corrosion Control Officer
Weight and Balance Officer

SGT [illegible] A[illegible] [illegible]SON, FV613180

[illegible] Officer
Information Officer

[illegible] 1[illegible] LBERT B. SLEBINSKI AF1130 780, this unit, this sta. is designated [illegible]re [illegible]den for Hootch [illegible]10 vice [illegible]SGT WILLIAM M. FOSDICK, AF17541916

FOR THE COMMANDER

[illegible] [illegible] W [illegible]N JR.
[illegible], USAF
Administrative Services Officer

DISTRIBUTION
5 Each individual
10 38th ARS
10 1360th ABGp
[illegible] Det 4, 38th ARS
1 ARS ARDAS
1 ARS ARDDC

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HISTORY

OF

DET 5 38TH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

UDORN AIR BASE, THAILAND

1 October - 31 December 1965

NCS: [illegible]-05 (ARS)

Robert [illegible]. Letton
1/Lt., USAF
Historian

Baylor R. Haynes
Major, USAF
Commander

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DET 5 0001

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SECTION ONE

HISTORICAL DATA

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HISTORY

DET 5 38TH AIR RESCUE SQUADRON

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HISTORY

DET 5 38TH AIR RESCUE SQUADRON

1. UNIT.

The official designation of the unit this history is written about is Det 5 38th Air Rescue Squadron located at Udorn Air Base, Thailand. Part of the Det, the CH-3C/HH-3C unit, was formed in the States at Stead Air Force Base, Nevada during the period of 23 August to 30 September 1965. While at Stead AFB, aircrews attended a special combat crew training course set up by headquarters Air Rescue Service under the code name of "Limelight 36".

A special airlift force consisting of three C-130 aircraft airlifted the unit to its overseas base on 30 September. The unit was in place at its base of assignment, Udorn Air Base, on 4 October 1965. They joined up with the rest of Det 5 at Udorn AB, which was the HH-43 unit which up till that time had been aiding in the Air Crew Recovery (ACR) mission.

Almost immediately, the unit took over the ACR mission in Laos and North Vietnam. Aircrews were sent TDY to Det 1 located at Nakhon Phanom Air Base, Thailand for the purpose of getting route and area check outs of the forward operating bases. After these check outs were completed, Det 5 took over the ACR mission which had been assigned to Det 1.

2. PERIOD OF HISTORY.

The period of history covered in this report is 1 October to 31 December 1965.

3. STATION.

The home base of operation for Det 5 is Udorn Air Base, Thailand. The base is located in the north central part of Thailand (approximately 250 miles NNE of Bangkok). Udorn AB is approximately 3½ miles SSE from the town of Udorn. There are about 1500 military personnel at the base while the town has a population of around 40,000.

Due to the large area assigned to Det 5 for Air Crew Recovery, flight crews and helicopters must operate TDY out of a couple of forward operating bases. One of these bases is Nakhon Phanom Air

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Base, Thailand. Nakhon Phanom AB is located in eastern Thailand about 10 miles from the border of Laos. There is also a classified forward operating base located in Laos about 150 miles north of Udorn AB.

4. ASSIGNMENT.

Det 5 is assigned to the 38th Air Rescue Squadron which has its headquarters at Tan Son Nhut Air Base, South Vietnam. The Second Air Division of Thailand has operational control over all aircraft in Thailand. The 13th Air Force is responsible for logistical and administrative support of all Air Bases in Thailand. All FRAG'S for missions for Det 5 come from the 38th ARS through 2nd Air Division located at Udorn AB.

5. COMMAND.

The Commander of Det 5 is Major Baylor A. Haynes, FR22281. He has been the Commander of Det 5 since arriving at Udorn AB on the 4th of October 1965. Orders assigning Major Haynes as Commander were cut on 10 November 1965(see attch 4). He has the responsibility of carrying out the ARR mission in Laos and North Vietnam plus the LRR mission at Udorn AB. To accomplish this mission, he must control and direct operations at Udorn AB plus the aircrews and aircraft TDY at the forward operating bases.

6. MISSION.

The primary mission of Det 5 is Air Crew Recovery (ACR) for all of Laos and North Vietnam. This is a very difficult and sometimes very dangerous mission and requires the quickest reaction time possible to save the lives of downed pilots. To do this mission, Det 5 presently has six HH-3C long range helicopters which operate from at least two forward operating bases. The secondary mission of Det 5 is to provide LRR at Udorn AB, which is the primary recovery base in northern Thailand for battle damaged aircraft returning from combat strikes in Laos or North Vietnam. Presently the LRR mission is being carried out with three HH-3C helicopters.

7. OPERATIONS.

The ACR mission is carried out by having two HH-3C helicopters on tactical strip alert at Nakhon Phanom AB and two others on tactical strip alert at a classified site each day. This requires sending aircrews and aircraft TDY to these forward operating bases. A lot of support equipment must be maintained at these bases for minor maintance and the support of the aircrews on TDY.

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Due to the requirement of four HU-3C helicopters for tactical alert each day, there has been very little training for flight crews. Usually the other two HU-3C helicopters are undergoing maintenance for minor repairs so they will be in commission in case one of the alert helicopters should go out of commission. Operations is able to get a helicopter for a couple of hours of training several days a week. The training outlook for the future looks better than it has in the past.

During the period covered by this history, Det 5 has been severly hindered by the lack of survival equipment for flying crews. Some of the flight crews have gone on rescue missions with inadequate survival equipment. There has been a definite shortage of survival radios (URC-10's and URC-11's). No survival knifes have been issued to any of the crews and hardly any of the flying crews have the tropical combat boots.

Maintenance has had one major problem to contend with, that of not being able to get replacement parts for keeping the helicopters in commission. There seems to be a block in the supply lines and parts do not move very quickly from the States. Also maintenance has not received some of the required equipment needed for the repairing and testing of radio and navigation equipment. Other than this, Maintenance has done an excellent job of keeping the required number of helicopters in commission for the daily alert requirement.

The administration section of Det 5 has been hurt by the lack of clerks and typists. This has hindered getting reports and required paperwork out on time. At the present time a couple of typists have been loaned to Det 5 to help out untill needed replacements arrive.

A section of this history contains a detailed narrative account of all combat missions which involve personnel recovery and those non-combat missions which are of historical significance. There is also a table which has a summary of flying activities for the above mentioned combat missions. (see attch 2)

3. PERSONNEL.

At the present time there are 117 personnel assigned to Det 5. There are 35 officers and 82 enlisted personnel on POS orders from the States. Currently there are two officers and one enlisted man missing in action since 6 November 1965. There has been no UMD set up to show the authorized manning for Det 5. Attachment 3 shows a list of key personnel and their duties other than flying for Det 5

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9. EQUIPMENT.

Det 5 has six HH-3C helicopters, one CH-3C helicopter, and three HH-43 helicopters assigned for the purpose of ACR and LDR. The HH-3C is a new long range rescue helicopter which is a modified version of the CH-3C. The CH-3C helicopter in the near future will be assigned to TAC at Ton Son Nhut Air Base, South Vietnam.

During the months of October and November 1965, the ACR was carried out with two CH-3C and several HH-43 helicopters. One of the CH-3C's was lost to enemy fire on 6 November 1965. This left only one CH-3C to cover the ACR mission with the HH-43's. During the months of November and December, six HH-3C helicopters were received from the States. The dates of arrival of the HH-3C's were: two on 10 November, two on 16 November, and the last two arrived on 9 December 1965.

After the arrival of the new HH-3C helicopters, several of the HH-43 helicopters were sent to other Det's located in South Vietnam and one to Don Muang AB, Thailand. Two were sent to Tuhhi, two to Pleiku, two to Binh Thuy, and this left three HH-43 helicopters at Udorn AB for LDR.

10. ADDITIONAL DATA.

On 6 November 1965, a CH-3C helicopter was shot down over North Vietnam while on a rescue mission. The helicopter, 63-9685, was hit by enemy ground fire as it approached the recovery area. The four crew members bailed out and were observed to parachute safely to the ground. A Navy helicopter was able to pick up one of the crew members, SSgt Berkley A. Maugle, after dark that night. All attempts at rescue of the other three crew members failed. They are now listed as missing in action.

Crew Members Missing In Action:
RCC Capt Warren R. Lilly
CP 1/Lt Jerry A. Singleton
PJ SSgt Arthur Cormier

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TABLE OF RESCUE MISSIONS

DATE	NUMBER OF SORTIES	OBJECTIVE	TYPE AND NUMBER OF AC A/C LOST	NUMBER OF AND PILOT LOST
13 October 65	1	Rescue of downed F-105 Pilot	0	0
20 October 65	2	Rescue of two downed F-4C Pilots	0	0
1 November 65	3	Rescue of downed A-4D Navy Pilot	0	0
5 November 65	1	Attempted Rescue of downed A-1E Pilot	1 CH-3C	3
7 November 65	2	Rescue of two Navy helicopter crew members	0	0
18 November 65	3	Rescue of downed F-105 Pilot	[illegible]	0
19 December 65	2	Rescue of two downed F-4C Pilots	0	0
21 December 65	2	Rescue of downed F-105 Pilot	0	0
29 December 65	2	Rescue of Third AF T-33 Pilot Uform AF	0	0

Attch 1

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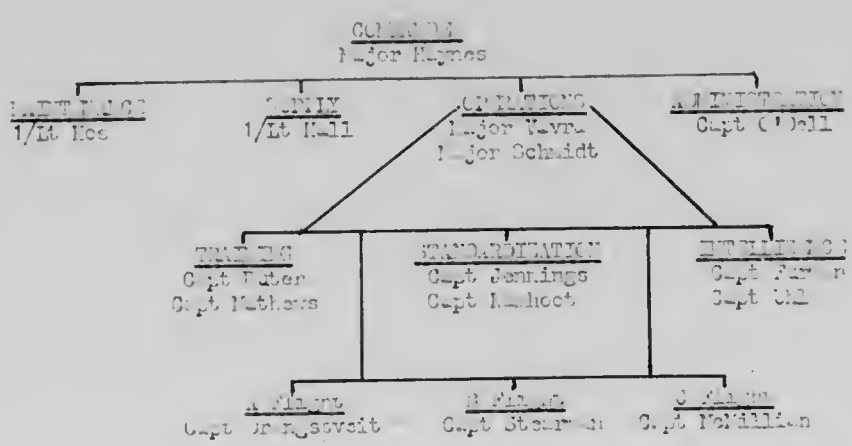
DET 5 COMMAND STRUCTURE



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ADDITIONAL DUTIES OF OFF 5 PERSONNEL

MAJOR HAYNES, Baylor R.	Commander
MAJOR VAVARA, Donald A.	Operations
MAJOR SCHMIDT, Frank A.	Operations
CAPT STEWARTSON, Allan L.	HH-3C Flight Commander
CAPT DRANGSTVEIT, Arling R.	HH-3C Flight Commander
CAPT McMILLIAN, Charles E.	HH-43 Flight Commander
CAPT O'DELL, James C.	Administration Officer
CAPT BERONIUS, Donald R.	Personnel Officer
CAPT JENNINGS, Jerry W.	Standardization
CAPT MATTHEWS, Raymond H.	Training
CAPT KUNROOT, Norman E.	Standardization
CAPT PUTNAM, James L.	Training
CAPT UHL, William R.	Security & Intelligence
CAPT FURLAN Robert D.	Form 5 & Intelligence
CAPT HENRY, David C.	Safety
CAPT HARDY, Dale W.	Safety
CAPT MEHLER, Robert A.	Awards & Decorations
CAPT HENDRICKSON, Francis E.	Awards & Decorations
CAPT RUSH, Charles P.	Awards & Decorations
1/LT GRIFFIN, Kenneth C.	HH-43 Training
1/LT GUILLARTIN, John F. Jr.	Asst Intelligence Officer
1/LT BRIDGE, Jason M.	Training
1/LT HALL, Jerry P.	Supply Officer
1/LT KINSEY, Forest M.	Manuals Control & PIF
1/LT MOS, James J.	Maintenance Officer
1/LT LINTON, Robert W.	Historical Officer
1/LT RICE, Lawrence C.	Manuals Control & PIF
1/LT SAMS, Richard J.	PIO Officer

Attch 3

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
108

10 November 1965

1. Each of the following officers is designated as Detachment Commander of unit indicated: Effective this date.

Detachment 2, 38th Air Rescue Squadron, APO San Francisco 96273
CAPT EDWIN J. CHRISTY, FV2226948

Detachment 3, 38th Air Rescue Squadron, APO San Francisco 96304
CAPT HENRY P. FOGG, FR72104

Detachment 5, 38th Air Rescue Squadron, APO San Francisco 96237
MAJ BAYLOR R. HAYNES, FR43281

Detachment 6, 38th Air Rescue Squadron, APO San Francisco 96227
MAJ WILLIAM T. HAYES JR., FV1912224

Detachment 9, 38th Air Rescue Squadron, APO San Francisco 96295
CAPT RICHARD R. COWLES, FV3035636

Detachment Provisional First, 38th Air Rescue Squadron, APO San Francisco 96312
CAPT RICHARD C. PFADENHAUER, FV3036912

2. CAPT JEROME R. LUTTINGER, FV941787, is designated as Detachment Commander of Det 4, 38th Air Rescue Squadron, APO San Francisco 96233, effective this date, vice CAPT HAROLD D SALEM, FV3027257, relieved.

FOR THE COMMANDER

[signature]
[illegible] A. WILSON JR.
CWO, W-4, USAF
Administrative Serives Officer

DISTRIBUTION
5 Individual
10 38th ARS
10 1360 ABS
5 Each Det
1 ARS ARDAS
1 ARS ARRDC

Attch 4

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NARRATIVE OF RESCUE MISSION

On 13 October 1965, a CH-3C helicopter departed a classified forward operating base in Laos for the purpose of locating and recovering a downed pilot whose jet was shot down while on a mission over North Vietnam. Enroute to the area, it was discovered that radio direction finding systems were inoperative which made it impossible to home in on radio signals transmitted by the downed pilot. While being directed by a rescue C-54 to the general vicinity of the downed pilot, the aircraft encountered anti-aircraft fire, but the pilot placed the aircraft behind a protective ridge. The pilot was forced to fly three low passes very slowly over the extremely dense and hazardous tangle of forest and brush in order to get a visual contact on the downed pilot. It was discovered that the hoist would not work and that a hovering pickup therefore would be impossible. Radio contact was made with the downed pilot and he was instructed to move into an open area so a landing could be made. The helicopter was fired upon by ground troops and fighter cover was called in and they provided suppressive fire actually keeping the hostile ground party pinned down while the helicopter maneuvered for a pickup. The downed pilot was spotted and the rescue pilot landed in a tangle of vines, crushing them down with the aircraft untill the downed pilot was within reach of the para rescue crew member stationed at the door of the helicopter. The downed pilot was bodily pulled into the aircraft and the helicopter departed. The C-54 and fighter cover directed the helicopter back to its classified landing site. During the return trip to friendly territory, the helicopter was again subjected to anti-aircraft fire.

Crew Members:

RCC Capt Jerry L. Jennings
CP Capt James C. O'Dell
FE S/Sgt Harold R. Schrader
PJ T/Sgt William G. Daniels

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NARRATIVE OF RESCUE MISSION

On 23 October 1965, two HH-43F helicopters departed Nakhon Phanom Air Base to locate and recover two pilots whose jet aircraft had been shot down while on a mission over North Vietnam. Immediately upon reaching the area, the lead helicopter checked in with the HU-16 which was directing the operation, and received vectors to one of the downed pilots chute. While "Pedro 1" (lead heilcopter) proceeded with the recovery of the downed pilot, the HU-16 spotted the second parachute and directed "Pedro 2" to the area. Pedro 2 made three low passes over the immediate area before the second survivor was sighted. The distressed pilot was standing in elephant grass approximately twelve feet tall, with 100 feet trees surrounding him. The hoist was lowered and the survivor was brought safely into the helicopter. The pilot had to exceed the torque limitations of his aircraft in order to be able to maintain his precarious hovering position over the tall trees. While leaving the area, Pedro 2 was fired upon by hositle forces, but was able to escape undamaged. Enroute back to Nakhon Phanom, the flight mechanic did an outstanding job of administering first aid to the rescued pilot who had suffered several cuts and burns. The only paramedic on the scene was in the lead helicopter, Pedro1.

Crew Members "Pedro 1":
- HOC Capt Donald L. Bordeaux
- CP Capt William R. Uhl
- HM A/1C Lyle J. Tadewald
- PJ A/1C Harry W. Birtel

Crew Members "Pedro 2"
- HOC Capt Charles E. McMillan
- CP Capt Charles P. Rush
- HM A/2C Andrew C. Paparella

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NARRATIVE OF RESCUE MISSION

On 1 November 1965, a CH-3C helicopter departed Nakhon Phanom Air Base for the purpose of locating and recovering an American pilot whose jet aircraft had been shot down while on a mission over North Vietnam. The CH-3C helicopter took off on this normally hazardous mission handicapped by the following: the TACAN and AN-ARN-25 navigation systems were inoperative, the rescue hoist could only operate from the pilot's position, and due to a critical shortage at the base, there was insufficient personal survival equipment aboard for the crew. Two HH-43 rescue helicopters had previously been scrambled from the same base on the same mission but had been forced to return due to minimum fuel. Enroute to the area, the CH-3C was intercepted by A-1E aircraft which were to provide escort and suppressive fire power as needed. Upon entering the area, the A-1E escort aircraft went in low over the area and did not draw any ground fire so the CH-3C was taken in for a close look. The CH-3C pilot decided to start a search along a line and a personnel locator "beeper" tone was heard by one of the A-1E pilots. At almost the same time, the CH-3C copilot caught a fleeting glimpse of a gun flare. As the approach to the spot where the flare was sighted was started, a garbled and excited voice came over the air on the emergency UHF frequency. The area from which the flare had been fired was in a shallow valley on the side of a high mountain. Finally, after talking to the survivor, the CH-3C crew was able to pick out his location. The flight mechanic spotted the downed pilot in an area surrounded by very high trees waving his " T" shirt. The downed pilot had stated that he was injured, so the decision was made to lower the paramedic to the ground, hoping that he could then help the injured pilot to a better location for the pick up.. The paramedic was lowered through the trees and when all the available hoist cable had been extended (200 feet), he was still 15 feet from the ground. He then dropped the rest of the way, crashing through the dense tangle of underbrush. He located the injured man and half carried, half dragged him through the forest to an area which he thought would be suitable for a pick up. Throughout all this the helicopter pilot had been maintaining a steady hover with the nose of the aircraft brushing the top of one tree and rotor tip clearance of two feet from another tree towering up on the right side. Suddenly the copilot noticed a high transmission oil temperature and low pressure. The pilot moved the helicopter and flew around letting the airflow around the transmission dissipate the excess heat. When the temperature and pressure were back within limits, the helicopter returned and was directed over the spot where the paramedic and survivor were by the two flight mechanics. The hoist was lowered with two "horse collars" , both men were brought up at the same time. The CH-3C then headed for Nakhon Phanom, one hour and

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eighteen minutes after reaching the objective area. During the return flight, the paramedic, assisted by one of the flight mechanics, administered excellent first aid to the survivor.

Crew Members:

RCC Capt. Warren R. Lilly
CP 1/Lt Jerry A. Singleton
HM T/Sgt Spence C. Heywood
HM T/Sgt William J. Warren
PJ S/Sgt Arthur Cormier

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NARRATIVE OF RESCUE MISSION

At 2250 Z on 6 November 1965, Jolly Green 76 (CH-3C) departed Nakhon Phanom Air Base with a refueling stop scheduled at a forward operating base. Jolly Green 76 refueled and continued on with its mission of attempting rescue of downed Jolly Green 85 crew lost to enemy fire at 0530Z on 6 November. Jolly Green 76 was escorted by five A-1E aircraft who were to provide cover and suppressive fire power as needed. Enroute to the objective area, Jolly Green 76 was advised that a Navy HSS-2 rescue helicopter had been damaged by hostile fire and had been forced to land in hostile territory. Jolly Green 76 was diverted from its original mission and proceeded to the area of the downed Navy HSS-2, which was about 35 miles south of Jolly Green 85 coordinates. While enroute to the area, a Navy UH-2B helicopter picked up two of the four downed crewmen, but being limited in hovering capability at that altitude (4500 feet MSL), had been forced to leave the pilot and copilot of the downed HSS-2. Jolly Green 76 made their first sighting of the distressed aircraft while at an altitude of 9300 feet MSL, and began an immediate descent at maximum rate simultaneously jettisoning all auxiliary fuel to decrease gross weight. A Navy A-1H aircraft recommended a final approach heading for the pick up, and flew this approach at tree top level attempting to draw ground fire. There was no ground fire observed, so Jolly Green 76 initiated a slow final approach and evaluated the power required to hover. A Hover out of ground effect would be required, and in order to use the least amount of power and avoid overheating the engines and transmission, the hover would have to be maintained in a small area which put the tip path of the rotor 10 to 12 feet from the surrounding trees. While the flight mechanic operated the hoist, the copilot monitored the controls and engine instruments. As the second survivor was being picked up, the fire warning light for number one engine came on. As soon as the survivor was aboard, an immediate take off at max power was made, and the fire warning light went out as the airflow through the engine was increased. The take off and climb were normal and level off was at 10,300 feet. Jolly Green 76 was escorted to a forward operating base where the survivors were picked up and flown back to their ship.

Crew Members:

MCC Capt Norman B. Markhoot
CP Capt Robert A. Weekley
NN T/Sgt William J. Warren
PJ M/Sgt William C. Daniels

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NARRATIVE OF RESCUE MISSION

On 18 November 1965, two rescue HH-43 helicopters, "Pedro 1" and "Pedro 2" were scrambled from Nakhon Phanom Air Base to pick up a pilot who had bailed out of his F-105 after it had been severly damaged by hostile fire. The downed pilot's position had been plotted as being dangerously close to confirmed concentrations of hostile anti-aircraft emplacements, and in the same area that an HH-43 helicopter had been shot down while attempting a rescue operation in September 1965. Enroute to the area, Pedro 1 and 2 encountered weather and rain of such intensity that portions of the rubber covering was peeled off the rotor blades of Pedro 1. Positive contact with the downed pilot had not been established when the Pedros arrived on the scene. A search was initiated by both helicopters and the general area was thoroughly explored for fifteen minutes. An emergency "beeper" tone was suddenly heard by Pedro 1 and voice contact was established between the downed pilot and the helicopter. A flare from the distressed crewman revealed his exact position to Pedro 2, who directed Pedro 1 to the spot. The helicopter was brought to a perfect hover over the pilot who was tangled in a dense mass of limbs and vines. With the aid of the hoist, and after five minutes of maintaining a motionless hover, the pilot was brought safely into the helicopter, and the return trip was started. As Pedro 1 moved away, there was an unidentified movement in some bushes nearby. It was thought that the movement might have been made by some natives, but there was no ground fires encountered and the departure was executed safely. Both helicopters returned safely to Nakhon Phanom Air Base.

Crew Members "Pedro 1"
RCC Capt John B. Reiderich
CP 1/LT Charles R. Sweat
HM A/2C Charles E. Veasey
PJ A/1C Harry W. Birtel

Crew Members "Pedro 2"
RCC 1/LT Frederick T. Dykes
CP 1/LT Kenneth G. Griffis
HM A/2C Philip D. Carlson

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NARRATIVE OF RESCUE MISSION

During normal strip alert on 19 December 1965 at Nakhon Phanom Air Base, the crews of Jolly Green 33 and 27 were notified of a "Mayday" by Invert radar. An F-4C had encountered battle damage over North Vietnam and the crew was anticipating ejecting. At 0927Z Invert radar advised the crews to scramble as the damaged aircraft was proceding toward their area. Both helicopters took off and were given an initial intercept heading by Invert. On a heading of approximately 250° at about 0948Z a column of black smoke was sighted and the helicopters proceeded towards the smoke. Invert advised that two chutes had been spotted and the positions were 269° Radial at 29 miles and the other one on the 270° Radial at 32 miles of channel 65 TACAN. Jolly Green 27 diverted to the 270° radial position and Jolly Green 33 set up a search for the pilot located on the 269° Radial. The helicopters were receiving one good beeper signal and one intermittent, plus receiving one of the downed pilots voice radio on guard channel. One of the pilots used his signal mirror and was immediately picked up by Jolly Green 27. The other pilot ignited a smoke bomb and attracted the attention of Jolly Green 33. The trees were dense where the pilot was and the helicopter directed him to move to a clearin about 200 feet away. A low hover was established and the pilot was picked up. Neither of the downed pilots were injured and they were taken back to Nakhon Phanom and later to Udorn Air Base, Thailand.

Crew Members "Jolly Green 33"
- MCC Capt Norman D. Karhoet
- CP Capt Charles P. Rush
- E. SSgt Theodore L. Youngblood
- PJ A/1C Harry W. Birtel

Crew Members "Jolly Green 27"
- MCC Capt Robert D. Furman
- CP Capt Dale V. Hardy
- E. SSgt Berkley L. Maugle
- E. A/1C Robert L. Crites

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NARRATIVE OF RESCUE MISSION

On 21 December 1965 at 0025Z, the Jolly Green aircraft pulling strip alert at Nakhon Phanom Air Base were notified by local GCI radar unit that an aircraft was down at coordinates 18 00 N, 105 50 E, a position in North Vietnam. The two helicopters, Jolly Green 27 and Jolly Green 33, scrambled and established a course to take them around some of the heavier known concentrations of hostile AA. Upon reaching the objective area, the weather was found to be extremely poor for a crew recovery operation. The mountains were obscured by a layer of clouds which stretched east all the way across the "panhandle" of the DRV. One of the A-1E aircraft found a hole in the undercast and dropped down to begin an electronic search while both helicopters orbitted above. The A-1E reported a fine position on the downed pilot, but the problem of descending to execute a pickup had been seriously compounded by the fact that the holes in the undercast had closed up. The A-1E aircraft gave the helicopters steers by UHF-DF and a description of the terraine below the undercast. The Jolly Green helicopters entered the clouds at 5,000 feet and broke out at 2,500 feet with mountains on both sides and about 900 feet above the valley floor. The A-1E lead the helicopters to the area of the downed pilot, and the lead helicopter saw an open flare. A high speed, low altitude pass over the spot revealed a chute but due to the tall trees and dense vegetation, they were unable to see the pilot. A hover was established over the chute and the flight mechanic spotted the downed pilot almost immediately. The pilot was picked up out of the dense undergrowth from a point on a steep slope, about 200 feet from the top of a mountain. Due to the terraine, the pilot of the helicopter had to make his takeoff over a small road and a village. Just before reaching the village, a double brust of AA fire made the helicopter lurch violently into an extreme nose down attitude, knocking all occupants in the cabin to the floor. The pilot regained control of the aircraft and employing evasive flying techniques, made a maximum performance climb and departure. The climb back through the clouds and the remainder of the trip back to Nakhon Phanom was completed without incident

Crew Members "Jolly Green 27"
MOC Capt James L. Dutera
CP Capt William D. Cowell
FE T/Sgt Spence C. Heywood
PJ A/1C Harry W. Pirtel

Crew Members "Jolly Green 33"
MOC Capt Norman B. Harhoot
CP Capt Charles F. Rush
FE S/Sgt Theodore M. Youngblood

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NARRATIVE OF RESCUE MISSION

At 1010 local on the 29th of December 1965, Jolly Green 32 was on a local training flight, the Udorn tower requested that he break out of traffic and orbit south of the field because there was an aircraft emergency in progress. A Pedro HH-43 was in the immediate area south of the field with fire suppression kit awaiting the distressed aircraft. At 1020 local the tower notified both the Pedro and Jolly Green 32 that the had lost the T-33 on radar about ten miles out on the 230° radial from Channel 31. The Pedro advised the tower that he had to return to the field and drop the fire suppression kit. The tower requested Jolly Green to proceed to the area and search. At about five miles out of Channel 31 the tower was asked for any other information on the T-33 that would help in the search. The tower knew nothing more than they had mentioned before. Almost immediately after talking to the tower the explosion from the aircraft crash was sited about four miles in front of Jolly Green. A large column of black smoke started to rise above the crashed aircraft. About a mile past the crash site a parachute was seen at about 1500 feet above the terrain. Within a minute after the pilot landed, the Jolly Green was on the ground. Three crew members went to the pilots aid. The pilot indicated problems with his back and left leg, so he was not moved until a medic arrived on the Pedro. At that time he was examined by the medic and placed on a litter for transportation in the Jolly Green back to Udorn. After airborne the tower was notified and an ambulance and doctor requested to meet the aircraft. He was offloaded at Udorn at 1057 local.

Crew Members Jolly Green 32:
RCC Capt James L. Butera
CP Capt William E. Cowell
HM A/1C Frank I. Clubb

Crew Members Pedro:
RCC Capt Charles E. McMillan
Fireman SSgt James C. Baldwin
Fireman A/2C Antony F. Desmond
Medic A/1C Keith R. Melder

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SECTION THREE

MAGNITUDE OF SOME ANSWERS

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NARRATIVE OF SPECIAL AIRLIFT

At 1300 hours on the 6 th of December 1965, the Air Police at Nakhon Phanom Air Base were notified by the Provincial Governor of the area, that he would like to have a USAF helicopter move some Thai police to an area south west of Nakhon Phanom to reinforce some fighting against some Communists infiltrators. This message was passed on to the Base Commander who passed it on to the alert helicopter crews. Permission was granted by Compress to take one of the alert helicopters and to airlift the Thai policemen to the area requested by the Provinicial Governor. Jolly Green 31 took off from the Air Base accompanied by two A-1E aircraft and proceeded to the town of Nakhon Phanom. Jolly Green 31 lander on a soccer field next to the Thai police station and loaded on eight policemen, the Governor, and Missionary Webber. They flew to a village 37 miles out on the 210° radial of channel 65 where they landed in a school yard. The helicopter off loaded the police and waited fifteen minutes till the Governor returned, and then took off for Nakhon Phanom where they let the Governor off and then returned to the base. The Governor and the Missionary expressed their appreciation for the aid received from the Jolly Green crew.

Crew Members:
RSC 1/Lt Thomas L. Henry
CP Capt Francis L. Hendrickson
HE SSgt Harold R. Schrader
PJ A/1C Leroy Kelsey

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HISTORY

OF

DETACHMENT SIX - THIRTY-EIGHTH AIR RESCUE SQUADRON

AIR RESCUE SERVICE (MATS)

UNITED STATES AIR FORCE

BIEN HOA AIR BASE, VIETNAM

1 October - 31 December 1965

RCS: AU-D5 (ARS)

Mark C. Schibler
MARK C. SCHIBLER
1st Lt, USAF
Unit Historian

Maurice G. Kessler
MAURICE G. KESSLER
Captain, USAF
Commander

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Unit History for Detachment 6, 38th Air Rescue Squadron. Detachment 6 has been designated as such for the entire period of this history. As a point of information, it was previously designated Detachment 4, PARC and temporarily Detachment 7, 38th ARS. The unit was officially designated Detachment 6, 38th ARS on 1 July 1965.

The period of this history is 1 October through 31 December 1965. Detachment 6, is located on Bien Hoa Air Base, Republic of Vietnam. Bien Hoa is thirteen miles north east of Saigon. The unit has been located here during the entire period of this history. The unit is attached to the 38th Air Rescue Squadron at Tan Son Nhut Airport, Saigon, RVN for all administration, training and logistic support other than routine supply and maintenance support. This support is provided by the host base. Detachment 6 is also under the operational control ofthe 38th ARS for its ACR mission.

The Unit Commander is Captain Maurice G. Kessler who took over command of the unit from Major William T. Hayes Jr on 14 November 1965.

The primary mission of Detachment 6 is to provide Aircrew Recovery (ACR) for South Central Vietnam. A secondary, yet vitally important, mission is to provide Local Base Rescue (LBR) support for Bien Hoa AB. In the area of Mission Accomplishment the biggest problem has been a high NCRS-G rate. However, with recent changes in supply procedures we anticipate a definite improvement.

The unit has experienced almost a complete change of personnel in recent months which requires an intensive training program. Particularly in maintenance because many of the personnel were not familiar with the HH-43F. No insolvable problems have been encountered, though, and all maintenance is excellent.

Aircrew training requirements and procedures are presently being determined and programs established to ensure that aircrews are being trained to function in a highly professional manner.

Detachment 6 flew 485 operational missions from 1 Oct to 31 Dec, of these, 386 were LBR scrambles and 35 were off-base personnel pickups. There were also several Med-Evac flights, flights ferrying accident investigation teams to crash sites, doctors and chaplains to orphanages and the leprosarium, numerous Base Support Missions and training flights.

Eleven of the 35 operational off-base missions flown involved saves of one or more persons. In these eleven missions 112 non-wounded, wounded and dead were recovered or evacuated. Of these there were at least 24 saves and possibly more. Mission narratives of these eleven missions are included in appendix one and a summary of the flying activities required by these missions will be found in appendix two.

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Three of the eleven missions are of particular importance. The first is the mission of 5 Oct 65 in the "Notorious" "D" Zone. On this mission 34 personnel were recovered with seven definite saves recorded. Pick-up was effected by descending vertically almost 75 feet into a small clearing "blasted" into the dense jungle after the army decided the clearing was too small to land UH-1B's. During the entire mission there was enemy action within 600 meters and several large explosions of an undetermined nature. The second mission of note was the recovery of Captain Elliot, pilot of an A-1E, at Pleiku where he was participating in Air Strikes during the VC seige in the area. Of prime importance on this mission was the lesson learned about the VC using downed aircrew members to "decoy" rescue aircraft into an ambush. Also of particular interest is the skill and cunning with which Captain Elliot evaded the VC for 34 hours before he was finally rescued. All aircrews should be briefed on this mission so that they could evade and signal rescue personnel in a similarly professional manner in case they were to find themselves in a like situation. The third mission of note is the one of 8 and 9 Nov 65 which also occurred in "D" Zone. This mission in particular shows the professionalism and dedication to duty of rescue crews. This mission required approximately 3 hours of gruelling hover flight over trees 150 to 200 feet tall while personnel were hoisted to safety in a stokes litter, patiently guided through the dense foliage by the hoist operator. During the entire mission one of the unit pararescuemen was on the ground to load the stokes litter and, between trips, clear an area in which the chopper could land on subsequent trips. Also during this time there was intensive enemy action in the immediate vicinity of the pick-up zone and intermittent sniper fire was directed at the helicopter. When the chopper returned to the pick-up zone, from dropping off the rescued personnel, they lowered down much needed ammunition and medical supplies in the stokes litter. A full narrative of this mission and the other ten which involved saves can be found in appendix 1.

Our mission aircraft is the HH-43F which, in all outward appearances, is much like the now familiar HH-43B. However, with the addition of extensive armor plating, a more powerful engine and larger capacity hoist it is much better suited for the mission that we perform. And, I may add, much safer!

This pretty well covers matters of a historical nature. The unit is, of course, having the normal growing pains of any unit that finds itself with an almost complete personnel shift and a change of procedures under which it operated in the past. However, all offices of Primary Responsibility are taking the changes in stride and adopting procedures to make this an outstanding unit.

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FROM: Det 6, 38th Air Rescue Squadron, APO San Francisco 96227

SUBJECT: Mission Narrative Report 27 Dec 1963

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 6-1010-21 Dec 63.

2. SAR Alerted by: 3rd TAW Command Post.

3. SAR Aircraft Used: 2 HH-43F .

Members of Rescue Helicopter Crew:

MOC	Capt Charles P. [illegible]	Det 6, 38th ARS
CP	Capt Raymond L. [illegible]	Det 6, 38th ARS
NM	Capt Kenneth L. [illegible]	Det 6, 38th ARS
PS	A1C Harry J. [illegible]	Det 6, 38th ARS

Crew Members of Escort HH-43F Were:

PIC	Capt Karl G. [illegible]	Det 6, 38th ARS
CP	Capt [illegible]	Det 6, 38th ARS
NM	A1C Alexander [illegible]	Det 6, 38th ARS
PS	SSgt George E. Schlipper	Det 6, 38th ARS

4. Reaction time from release to scramble to pickup: 20 minutes.

5. CAP assistance: 2 A-1E's - 2 UH-1B's.

6. Area and type of pickup: Jungle area, 1000foot trees, hoist pickup using stokes litter.

7. Ground party used smoke grenades to mark area and AN/ - 25 used by the rescue helicopter to home in on CAP aircraft.

8. Survivors name: Unknown USA soldier.

9. Summary of Events: Detachment 6, 38th Air Rescue Squadron was notified by the 3rd TAW Command Post of a badly wounded soldier located at XS 259875, 21 miles Southeast of Bien Hoa Air Base, RVN at 1400 , 21 Dec 1963. We were released from a prior commitment to a C-47 accident at 1435 by the 38th Air Rescue Sqdn Ops Center and were airborne at 1450. A flight of two A-1E's, Hole 62, were orbiting the area and we home in on them with our ARN-25 having a [illegible]. We arrived at the area at 1547 and were advised that there were about 15 Viet Cong spotted one mile west to the East of the pickup point. I picked up my [illegible], [illegible] 21, and brought the HH-43F to a hover over 100 foot trees and was able to descent amongst the trees to a 30 foot hover where the wounded soldier

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was hoisted up in the stokes litter at 1650. We departed the area and landed at the 93rd Field Hospital at 1710, offloaded the patient, and returned to Bien Hoa Air Base. Total flying time for both HH-43F's was 1:50 with 4 sorties and we were credited with one save.

CHARLES P. MADIER
Captain, USAF
Rescue Crew Commander

Cy to: TAWC, SCLTS

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FROM: Det 6, 38th Air Rescue Sq, APO San Francisco 96227 20 Dec 65

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission number: 6-1064-19 Dec 1965.

2. SAR alerted by: Bien Hoa Tower.

3. SAR aircraft used: 2/HH-43F.

Members of Rescue Helicopter Crew:

RCC	Captain Edwin A. Hemmingsen	Det 6, 38th ARS
CP	Captain Maurice G. Kessler	Det 6, 38th ARS
NN	TSgt Richard A. Cowden	Det 6, 38th ARS
RS	SSgt Leon Pullwood	Det 6, 38th ARS

Members of Cover Helicopter Crew:

RCC	Captain Dale L. Potter	Det 6, 38th ARS
CP	Captain Harold D. Salem	Det 6, 38th ARS
NN	A1C Gerald C. Harrend, Jr.	Det 6, 38th ARS
RS	A1C William H. Hitschberger	Det 6, 38th ARS

4. Reaction time from initial notification to pickup: 0:45.

5. CAP assistance:

a. 2 USAF O-1 aircraft - Escort.

b. 2 Army UH-1B helicopters - Escort.

6. Area and type of pickup: Hoisted stokes litter pickup from hostile, heavily wooded area, trees 100-120 feet high, coordinates 1039N - 3071EE.

7. Signalling equipment used to locate survivor: Smoke green dye.

8. Survivors name: SP4 Jimmie Hunt, "B" Company, 2-13.

9. Summary of events: At [illegible] hours, 19 December 1965, Bien Hoa Tower called on the telephone with information that U.S. Army personnel Southeast of Bien Hoa were requesting a hoist recovery/medevac for one (1) casualty. The information had been passed from a ground FAC station to a USAF O-1 capping the scene, and had then been retransmitted to Bien Hoa Tower. It was necessary to request information required for mission planning (such as distance, extent of injuries, size of area, etc.) via relay back through this extended chain of communications. Meanwhile,

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a U.S. Army UH-1B light fire [illegible] was requested from 20th SOWCC for Rescort. At the [illegible] the [illegible] were given air strike information coordinates to check out. During this period of time special equipment (stokes litter, rescue saw, etc.) were loaded aboard the helicopter and refueling was completed. The first UH-1B was scrambled at 1335L, the second (top cover ship) following shortly thereafter. The lead UH-1B rendezvoused with one USAF O-1 who led the way to the pickup scene. The remaining O-1 had stayed to cap the incident site located 20 mi Southeast of Pleiku Air Base. Approximately two minutes prior to reaching the scene, the rescort crew heliopter was intercepted by a rescue helicopter. The U.S. Army ground party was located without difficulty in an area heavily wooded with trees 100-120 feet high. To expedite the rescue the ground indicated they knew how to use the stokes litter for hoisting, so the litter was lowered without "rigging" a stokes litter for hoisting, as the litter was lowered first. During the actual process of putting a paramedic on the ground the stokes litter began to spin. With the casualty to the helicopter, the stokes litter began to spin violently, more violently than any of the personnel on board, with or without the casualty. This was the most violent spin the rescort crew had ever seen. This was a boon for the skill and competency of the hoist operator, where difficulties might have been encountered with the remainder of the rescort crew. However, with the assistance of the paramedic he was able to [illegible] the problem and the remainder of the process was uneventful. The casualty was on board the helicopter and on his way to the hospital by [illegible]. During the return flight to the [illegible], the paramedic [illegible] the casualty, and [illegible] a severe wound in the leg [illegible] a Pantern solution I.V. to [illegible]. The patient was delivered to the 17th "Wheel" area hospital at 1425 hours.

10. Comments: The Rescort, Rescort and C[illegible] [illegible]/Information relay were [illegible]. Support and coordination [illegible] for the [illegible] was excellent. An [illegible] will be submitted on the [illegible] of the hoisted rescue litter as soon as the matter has been thoroughly investigated to determine the probable cause.

Cy to: [illegible]

[illegible] A. [illegible]
Captain, USAF
Rescue Crew Commander

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[illegible]: Det 6, 38th Air [illegible], APO San Francisco 96237 3 Dec 65

[illegible]: Mission Narrative Report

[illegible]: 4th Air Rescue Service, [illegible] AFB, Fla 32813

Mission Number: 6-1037-7 Dec 65.

SAR Alerted By: Elgin Rcc Control Tower.

SAR Aircraft Used 2 [illegible].

Members of Rescue Helicopter Crew:

AOC	Captain Maurice G. [illegible]	Det 6, 38th ARS
CP	1st Lt Mark C. Schiller	Det 6, 38th ARS
FE	SSgt Richard E. Conner	Det 6, 38th ARS
PJ	SSgt Leon Hillwood	Det 6, 38th ARS

Crew Members of Cover [illegible] Aircraft:

AOC	Captain Harold D. Salter	Det 6, 38th ARS
CP	Captain Hal L. [illegible]	Det 6, 38th ARS
FE	A1C Harold C. [illegible]	Det 6, 38th ARS
PJ	A1C William H. [illegible]	Det 6, 38th ARS

Reaction time from initial notification to pick-up: 0:00.

CAP assistance: 1 A-1E.

Area and type of pick-up: Land, coordinates: [illegible] - [illegible]

No signaling equipment used to locate survivor.

Survivors name: Captain [illegible] O'Connor, [illegible], assigned to [illegible] Air Division, Tan Son [illegible]

Summary of [illegible]: At [illegible] advised by [illegible] tower that a [illegible] aircraft had crashed to [illegible] the [illegible] of the [illegible] runway with [illegible] fuel [illegible] required [illegible] rescue [illegible] was requested. The [illegible] tower advised [illegible] that [illegible] had the [illegible] approximately 200' at 45 [illegible] in [illegible] field [illegible] Elgin Rcc tower advised that an A-1E pilot and [illegible] were [illegible] at 1750L [illegible] southwest of Elgin Rcc. [illegible] Det 6, 38th ARS's were [illegible] at 1750L and arrived over the crashed [illegible] at 1754L. The A-1E was circling the crash. The uninjured pilot was picked up at 1758L and returned to Elgin [illegible] 1759L. The O-1E pilot stated that he had contacted Eglin control [illegible] descent after his engine failed and had given his position as [illegible] miles southwest of Elgin Rcc. The pilot also stated [illegible] estimated he began approaching him after he crashed but left [illegible] when the A-1E approached overhead.

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10. Comments: Interpretation of the 4½ to 5 miles" as "45 miles" delayed our T.O. by approximately [illegible] minutes. [illegible] possible, recommend pilot's be [illegible] possibility of misinterpretation when distances are given in field manual.

PATRICK O. MURPHY
Captain, USAF
Reconn Crew Commander

Cy to: PACAF, 3010AF

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FROM: Det 6, 38th Air [illegible] APO San Francisco 96127 6 Oct 1965

SUBJECT: Mission Narrative Report

TO: Hq Air Rescue Service, Orlando AFB, Fla 32813

1. Mission Number: 38-[illegible] Oct 65.

2. SAR Alerted By: 38th [illegible]

3. SAR Aircraft Used: 2 [illegible]

AOC Captain [illegible] Oct 6, 1965
CP Captain [illegible] Oct 6, 1965
NN Capt Kenneth L. [illegible] Oct 6, 1965
NS AOC Henry J. O'[illegible] Oct 6, 1965

4. Reaction time from initial [illegible] to pick-up: 0:[illegible].

5. CAP assistance: 2 [illegible]

6. Area and type of pick-up: [illegible] 11 37N - 106 32E and 11 37N - 106 33E.

7. No significant equipment [illegible] dropped particulars.

8. Survivors [illegible]: M/[illegible] [illegible] 65705
[illegible] 65704

Both were from U.S.S. [illegible]

9. [illegible] [illegible] 38th [illegible] that one [illegible] pilot [illegible] reported that 38th [illegible] they [illegible] to had only one [illegible] in [illegible] I [illegible] They [illegible] 1200 from Ten [illegible] to [illegible] our [illegible] on 1st alert with [illegible] reported. [illegible] checked on artillery firing in the [illegible] that there was artillery fire in the [illegible] firing to the north. [illegible] chief and [illegible] loading the equipment [illegible] on off [illegible] elevation, [illegible] litter, chain saw and rope. [illegible] reliably was accomplished [illegible] departed Nam Hoa AB at [illegible] crew [illegible] altitude of 4,000 feet [illegible] 38th [illegible] to avoid possible [illegible] fire. We contacted Paris [illegible] on [illegible] F. Paris Control [illegible] C-123 call sign [illegible] in [illegible] hailing the hailing area. I asked Paris Control if they had [illegible] area search. Paris replied negative. [illegible] the crew member a [illegible] to be injured. [illegible] a [illegible] sloaru [illegible] 53. They [illegible] that we land at [illegible] a dirt strip

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[illegible] Det 6, 38th Air Rescue Sq, APO [illegible] PO-OCS 96527 20 Nov 65

[illegible] SUBJECT: Mission Narrative Report, [illegible] Nov 65
(Second Mission: Mercury - 5 [illegible])

[illegible] 38th Air Rescue Sq, APO US PO[illegible]

[illegible] Det 6, 38th Air Rescue Sq ([illegible]), APO US PO[illegible] 96527

1. Mission number 38-[illegible]-5 [illegible] 65.

2. SAR alerted by: Rescue Coordination Center, [illegible] Air Rescue Squadron.

3. Type SAR aircraft used: One (1) HH-43F [illegible].

4. Crew:

AFC	Captain Charles F. [illegible]	[illegible]	Det 6, 38th ARS
CP	Captain Maurice G. [illegible]	[illegible]	Det 6, 38th ARS
1Lt	Capt Kenneth L. [illegible]	[illegible]	Det 6, 38th ARS
A1C	Alc Henry J. O'[illegible]	[illegible]	Det 6, 38th ARS

5. Detection time from initial notification to first pickup: Mission [illegible] planned on 8 Nov 65 to allow a [illegible] takeoff on 9 Nov 65.

6. CAP assistance: Two (2) [illegible] helicopters.

7. Area and type of pickup: [illegible] hoist, [illegible] water and forest penetrator from [illegible] jungle [illegible] with trees 150-180 feet high. [illegible]

8. Signaling equipment used to locate [illegible]: None provided.

9. Survivors name and serial number: Nothing available or possible to determine.

10. Summary of events:

On the evening of 8 Nov 65, [illegible] that we land at the [illegible] north of the Plei Ian [illegible] radio frequencies, artillery firing [illegible] two men with four soldiers, two [illegible] located in the area of YT 115-[illegible] and follow[illegible] in the jungle where the pickups were to be made. [illegible] fire which passed some 50 feet to our left. [illegible] accumulated to tree top height over the hole. Four soldiers [illegible] were lowered in five hoist operations using the [illegible] litter. The stolen litter was then lo[illegible] and a badly wounded soldier was hoisted into the helicopter. This constituted our first save. We returned him to the 3rd MAH hospital, picked up 4 more soldiers and

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[illegible] to the hole. [illegible] ground [illegible] in collapsing [illegible] so that we were able to [illegible] approximately 100 feet [illegible] loaded the soldiers, [illegible] soldiers into helicopter (two of [illegible] the [illegible] at the [illegible] hospital. We loaded [illegible] the [illegible] and made a [illegible] trip into the hole, [illegible] soldiers. [illegible] to 3rd [illegible] trip into the hole, we evacuated [illegible] with the wounded. On the [illegible] trip into the hole, we evacuated [illegible] least four wounded soldiers. We [illegible] the 1st hospital [illegible] the helicopter at [illegible] [illegible] at [illegible] were diverted to XT 157. [illegible] stokes litters were lowered [illegible] soldier was picked up. We [illegible] hole at a collection point [illegible] where the last five wounded [illegible] to [illegible] and [illegible] hospital. This man constituted our fourth save. We made a second trip to the same area, picked up [illegible] wounded Australian soldier, [illegible] flew him to the collection point. On the third trip into the area, [illegible] our paramedic [illegible] the ground in the forest [illegible] tor. We rode up with the [illegible] and informed us [illegible] there were no more wounded [illegible] that soldier [illegible] the collection point and [illegible] up [illegible] We were about to [illegible] pick up [illegible] the litters at the collection [illegible] into the [illegible] so that the NVA's would be [illegible] NVA's, we [illegible] told that one more would [illegible] and [illegible] arrive in fifteen minutes. [illegible] and when he [illegible] he was promptly [illegible] was our fifth save. We [illegible] at the [illegible] tion and returned to our base [illegible] at [illegible] at 1115.

We flew a total of twenty [illegible] and picked up 19 wounded and [illegible] with the forest [illegible] litters. [illegible] 3 soldiers and 400 [illegible] the hole. [illegible] credited with five saves.

I strongly suggest that the [illegible] be [illegible] so as to reduce the [illegible] would be made in less than [illegible] fuel reserve and range. It also [illegible] that the helicopter is very vulnerable to enemy ground [illegible]

[illegible] P. NADLER
Captain, USAF
Helicopter Crew Commander

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[illegible]

[illegible]

[illegible] designated area at 1325 [illegible]. We were instructed by the [illegible] to orbit at 2,500 feet [illegible] time as they completed their firing passes and had determined that the area was ready for us. At this time heavy rain showers were moving in from the east and made it extremely difficult to keep track of the exact area we were to go to. We were [illegible] in the eastern quadrant relative to the pick up point (PUP) and the [illegible] landing zone (LZ) since personnel at the ground were [illegible] in continuous contact with the [illegible] immediately west of these areas. [illegible] first approach to the PUP was accomplished in heavy rainshowers with [illegible] of smoke and vectoring over the radio by both ground and airborne [illegible]. [illegible] this mission had been [illegible] (A.S.C.A.) we [illegible] of these position [illegible] [illegible] the entire [illegible]. After considerable [illegible] selected PUP was located [illegible] and at this point [illegible] into the trees, [illegible] (12) [illegible] clear area for the [illegible] [illegible] litter up and [illegible] to the [illegible] [illegible] were to be picked up and [illegible] by [illegible] (Army [illegible]). During the first round trip [illegible] personnel in the clearing were [illegible] ammunition. They were also out of [illegible] in two cases of ammo, which we [illegible] in the litter with the first pick up. One more wounded man was [illegible] the stokes litter at which time the Firebirds reported they would have to return to Bien Hoa for fuel, and advised us to join them. Our [illegible] the patient we had on board [illegible] 173rd [illegible] returned to Bien Hoa for fuel. Firebird [illegible] back to the site for [illegible] they were in the [illegible] cutting out a landing area in [illegible] the trees, we found the area [illegible] call from Firebird we were [illegible] to pick up [illegible] area and then fly on to the [illegible]. As before, we [illegible] to orbit at 2,500 feet while the [illegible] (Army UH-1B) and [illegible] their firing passes, and [illegible] the area. At the [illegible] we again proceeded to pick up the [illegible] via stokes litter, [illegible] seven (7) on this series of [illegible] each time [illegible] the LZ to the PUP area on the [illegible]. During this [illegible] mission, personnel at the PUP area reported they were [illegible] and so we airlifted 6 more cases of ammo into them. [illegible] of [illegible], 10 cases of medical supplies [illegible] and tools. During this period of time the [illegible] hits (battle damage, apparently from small arms fire) [illegible]

ORIGINATOR (Typed Name and Grade)	ACTION SUBJECT	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	14.			

[ ] Return to action agency for signature if checked

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MONITOR (Print Name and Grade)	ACTION AGENCY	PHONE NUMBER	INITIALS	DATE PREPARED
	15.			

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[illegible] TNT, 10 cases of medical supplies, 20 cases of C-Rations, 4 [illegible], 3 cans gasoline plus miscellaneous tools, tape, etc.

[illegible] A. [illegible]
[illegible], USAF
[illegible] Crew Commander

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ORIGINATOR (Print Name and Grade)	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARED
	16.			

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[illegible] Dec 6, 5th Air Rescue [illegible] 8 Nov 6[illegible]

[illegible] Mission Narrative [illegible]

[illegible] Air Rescue Service, [illegible]

[illegible] Narrative report of [illegible] (AFSC-[illegible]-6 Nov 6[illegible]) in accordance with [illegible]

[illegible] 6, 5th [illegible] Air Rescue [illegible] to the [illegible]

[illegible] AS 1755 [illegible], 6 Nov 6[illegible], [illegible] Military Air[illegible] Crew [illegible], Co-Pilot [illegible], Navigator [illegible] Donald P. [illegible], [illegible] 1215-[illegible]. [illegible] Co-Pilot, [illegible] Henry J. Gibbons, [illegible]

[illegible] action was [illegible] Army helicopters [illegible]

[illegible] of the HH-43[illegible] HH-43[illegible] pilot, [illegible] HH-43[illegible] Army [illegible]

The area was covered with [illegible] feet high. Rocket pickup [illegible]

Smoke bombs were dropped by the [illegible] to mark the [illegible]

[illegible] were Sgt A. J. [illegible] [illegible] Pvt Alan D. [illegible] both were assigned to [illegible] Company A, [illegible] Sgt. Alvar was [illegible] to head wounds, [illegible] shoulder wounds.

After rehabilitation the HH-43[illegible] [illegible] the forward air controller [illegible] The HH-43 dropped [illegible] the injured personnel were [illegible] aircraft reported using gasoline to the south of the [illegible]

	ACTION AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE PREPARE
[illegible]	17			

[illegible] COORDINATION SHEET

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[illegible]

[illegible]

[illegible]

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[illegible]: Det 6, 38th Air Rescue Squadron APO US Forces [illegible]

[illegible]: Mission Narrative Report 9 Oct 1965

[illegible]: Hq Pacific Air Rescue Center [illegible], APO US Forces 96553

[illegible] Mission Number: [illegible]

SAR alerted by 173rd AS.

SAR aircraft used: 2 [illegible]. All [illegible] from Det 6, 38th AS.

PRIMARY ALERT CREW:

[illegible] Capt Darwin E. Cook:
CP Maj William T. Hayes Jr.
[illegible] Capt Donald J. [illegible]
[illegible] A1C William A. [illegible]

SECONDARY ALERT CREW:

[illegible] Capt Dale E. [illegible]
CP Capt [illegible]
[illegible] Capt Kenneth L. [illegible]
[illegible] Maj George E. [illegible]

Elevation time from initial notification to pick-up of first casualty: [illegible] minutes.

CAP assistance: Two Army U/H-1B [illegible] helicopters.

Area and type of pick-up: 10 [illegible] in very growth jungle in [illegible] (D). [illegible]).

Signalling equipment used: [illegible].

Survivors rescued not available.

Summary of events:

At 13:[illegible], 9 Oct 65, the 173rd AS called us to [illegible] rescued from the jungle south of Tan Son. [illegible] small for the Army helicopters to land. [illegible] 10 minutes and 10 minutes later landed at an [illegible] there we picked up an Army captain to guide us [illegible] the desert. We proceeded to the extraction site [illegible] rescued with smoke grenades. The jungle growth [illegible] very

[illegible] (Typed Name and Grade)	[illegible] AGENCY	PHONE NUMBER	TYPIST'S INITIALS	DATE FORWARDED
	19			

[illegible] FORM [illegible] PREVIOUS EDITIONS MAY BE USED COORDINATION SHEET

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[illegible], so the hotel was [illegible] [illegible]. The [illegible] U.S.-2516 started continually [illegible] [illegible], 3 [illegible] pilots were [illegible]. The wire [illegible] by the [illegible] [illegible] difficult to the [illegible] and [illegible]. [illegible] pick-up and [illegible] to the 17[illegible] Field [illegible] [illegible] [illegible] six (6) [illegible], four (4) plus 40 hours.

[illegible] C. [illegible], Captain, USAF
[illegible] Crew Commander

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ORIGINATOR (Type Name and Grade)	ACTION AGENCY	PHONE NUMBER	SYMBOL & INITIALS	DATE RECEIVED
	21			

For use of this form, see AR 340-15, the proponent agency is ODCSPER

DA FORM 149 PREVIOUS EDITIONS MAY BE USED

COORDINATION SHEET

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[illegible] of the armed UH-1B helicopters [illegible] as reported by [illegible].

We were led to the site by an Air [illegible] Air Controller in an O-1E. As we approached the site we [illegible] by the armed ships. Personnel on the ground used smoke [illegible] to mark their location. They had cleared a small clearing [illegible]. The trees in the area were 125 to 150 feet [illegible] of the clearing was [illegible] with felled trees and [illegible] helicopters had evaluated the clearing and [illegible] that it was too small for them to get into.

From initial evaluation of [illegible] it would be necessary to [illegible] the [illegible]. I decided to [illegible] opening to [illegible] that we would [illegible] all the way [illegible] helicopter to [illegible] of the helicopter [illegible] of the vertical [illegible] of felled trees.

[illegible] of each [illegible] during [illegible] feet [illegible] with the [illegible] the landings. [illegible]

During the course of the [illegible] from "A" Company, [illegible] during the [illegible] from the [illegible] two [illegible] explosions [illegible] the primary alert H-43 [illegible] several feet [illegible] by the [illegible] of an explosion.

The primary alert H-43 [illegible] from the site to the [illegible] hospital and the secondary [illegible] made three [illegible] trips. There was a total of eighteen [illegible] of these were on [illegible]. Total sorties: 11. Total flying time [illegible] of [illegible] aircraft [illegible].

Inspection of the H-43's after completion of the mission revealed no damage. Green stains were found on the outer [illegible] of the [illegible] rotor blades of both H-43's caused by blades striking foliage. There was no damage to the [illegible].

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10. Comments:

[illegible]

[illegible]

[illegible]

[illegible]

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MISSIONS	SORTIES	OBJECTIVES	ARS A/C LOST	ARS MEN LOST MISSING OR WOUNDED
6-898-5 5 Oct 65	19	34 non-wounded, wounded and dead of the 173rd Airborne - 7 saves	0	0
6-929-9 9 Oct 65	11	Pick-up 3 Army wounded - 3 saves	0	0
23 Oct 65 38-1055-23	17	Pick-up A-1E pilot at Pleiku 1 save Captain Ellict	0	0
6-1047-6 6 Nov 65	4	Tactical evacuation of two Australians - 1 save	0	0
38-1112-8 8,9 Nov 65	60	Recover US and Australian wounded from "D" Zone - 5 saves	0	0
38-1144-18 18 Nov 65	20	Recover UH-1B crash survivors 1 save possibly more	0	0
38-1150-20 20 Nov 65	5	Recover 5 Army personnel - 2 saves	0	0
38-1188-2 2 Dec 65	4	Pick-up Navy F-4B pilots - 2 saves	0	0
6-1059-7 7 Dec 65	3	Pick-up downed O-1E pilot 1 save	0	0
6-1065-19 19 Dec 65	3	Evacuate 1 Army wounded - 1 save	0	0
6-1068-21 21 Dec 65	4	Pick-up 1 1st Inf wounded 1 save	0	0

APPENDIX 2

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John B. Keeen

Charles E. Hamrick

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[illegible]

. Personnel.

Introduction. [illegible]

[illegible]

[illegible]

Personnel Strength. [illegible]

[illegible]

Personnel Problems. [illegible]

Support. [illegible]

[illegible]

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APPENDIX I

[illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1. 7-3[illegible]-599	[illegible]	[illegible]+30	[illegible]ne	[illegible]ne	[illegible]
[illegible]. 7-3[illegible]	2	[illegible]	[illegible]ne	[illegible]ne	Air Crew Recovery
3. 7-[illegible]-[illegible]0	1	[illegible]+15	[illegible]ne	[illegible]ne	[illegible]
[illegible]. [illegible]-3[illegible]-[illegible]1	1	[illegible]+10	[illegible]	[illegible]ne	[illegible]
[illegible]. [illegible]	[illegible]	[illegible]	[illegible]	[illegible]ne	[illegible]
[illegible]. 7-3[illegible]	3	1+[illegible]	[illegible]	[illegible]	Air Crew Recovery
[illegible]. [illegible]	2	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]. 3[illegible]ARS-[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Air Crew Recovery
[illegible]. [illegible]	3	[illegible]	[illegible]	[illegible]	[illegible]
10. [illegible]	[illegible]	1+30	[illegible]	[illegible]ne	[illegible]
11. [illegible]	1	0+30	[illegible]	[illegible]	[illegible]
12. [illegible]-3[illegible]-[illegible]1	[illegible]	[illegible]+10	[illegible]	[illegible]ne	Air Crew Recovery
13. [illegible]-3[illegible]-[illegible]2	1	0+15	[illegible]ne	[illegible]ne	Air Ditching
14. 7-3[illegible]-[illegible]	[illegible]	0+[illegible]	[illegible]	[illegible]e	Air Crew Recovery
15. [illegible]	1	3+15	[illegible]ne	[illegible]ne	[illegible]
16. [illegible]-3[illegible]-[illegible]	1	1+05	[illegible]ne	[illegible]ne	Air Crew Recovery
17. [illegible]	3	0+30	[illegible]	[illegible]e	[illegible]
[illegible]. [illegible]	[illegible]	1+05	[illegible]ne	[illegible]ne	[illegible]
19. [illegible]	[illegible]	1+[illegible]	[illegible]ne	[illegible]ne	Air Crew Recovery
20. [illegible]-3[illegible]-[illegible]1	2	3+30	[illegible]	[illegible]ne	Air Crew Recovery
21. [illegible]-3[illegible]-[illegible]2	[illegible]	1+[illegible]	[illegible]	[illegible]	Air Crew Recovery
[illegible]. [illegible]-3[illegible]-	[illegible]	1+0[illegible]	[illegible]	[illegible]	Air Crew Recovery
[illegible]. 3[illegible]3-1[illegible]	1	0+1[illegible]	[illegible]	[illegible]	[illegible]
[illegible]. [illegible]-3[illegible]-[illegible]	1	[illegible]+33	[illegible]	[illegible]	[illegible]
[illegible]. [illegible]-3[illegible]-	1	[illegible]+15	[illegible]	[illegible]	[illegible]
[illegible]. [illegible]-3[illegible]-[illegible]3	1	[illegible]+30	[illegible]	[illegible]	[illegible]
[illegible]. [illegible]-3[illegible]-[illegible]7	1	[illegible]+10	[illegible]	[illegible]	[illegible]
[illegible]. [illegible]-3[illegible]-[illegible]	1	0+[illegible]	[illegible]	[illegible]	[illegible]
Totals: [illegible]	[illegible]3	[illegible]+[illegible]	[illegible]	[illegible]	

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APPENDIX III

CLIMATOLOGICAL FACTS FOR DANANG
(PREPARED BY 30TH WEATHER SCON, 1ST WEATHER WING)

ELEMENT	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YR	YRS RAW DATA
TEMPERATURE (°F)														
RECORD MAXIMUM	94	98	99	105	102	105	105	102	99	96	90	87	105	23
MEAN MAXIMUM	75	78	81	86	91	92	96	93	88	83	80	76	85	33
MEAN MONTHLY	69	72	77	80	83	03	86	84	82	79	75	75	79	28
MEAN MINIMUM	65	68	70	73	76	77	77	76	75	73	71	68	72	33
RECORD MINIMUM	52	58	59	62	71	72	71	70	68	63	56	56	52	23
MEAN RELATIVE HUMIDITY (%)	86	86	83	84	81	77	75	77	84	86	86	86	83	23
SURFACE WIND														
PREVAILING DIRECTION	N	E	E	E	E	E	E	E	N	N	N	N		13
PREVAILING SPEED (KTS)	9	7	7	7	8	7	8	7	9	9	9	9	8	13
RECORD SPEED (KTS)	26	28	30	24	20	33	25	28	28	40	30	36	40	13
PRECIPITATION														
HIGHEST TOTAL (IN)	12.4	10.4	5.7	7.6	16.6	20.9	9.9	13.2	46.3	49.5	38.0	21.3	126	27
MEAN MONTHLY (IN)	4.2	1.8	0.9	1.3	2.6	2.9	2.8	4.7	15.7	23.3	15.1	8.7	83.9	27
LOWEST TOTAL (IN)	0.6	•	•	•	0	0.1	0.1	0.2	3.0	2.6	3.8	1.6	43.8	27
24-HR MAXIMUM (IN)	10.1	6.8	5.4	6.0	4.8	13.2	3.8	5.9	12.8	11.0	10.7	12.6	13.1	27
MEAN DAYS W/PRECIPITATION	14	8	4	5	8	8	8	12	13	22	20	19	141	27
MEAN DAYS W/ THUNDERSTORMS	0	1	1	5	11	9	9	8	7	2	•	0	53	12
FLYING WEATHER (% OF TIME)														
<5000' & 5 MI	44	40	34	18	7	7	5	4	12	21	28	36		5
<1500' & 3 MI	10	6	8	4	1	1	1	1	3	9	8	7		5
<500' & 1 MI	2	2	2	1	•	•	•	•	1	1	1	1		5

NOTE: • Less than .05 inches; Less than 1 day; Less than ½%

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TEMPORARY DUTY ORDER—MILITARY

(If more space is required, continue on reverse, where use items by number)

DATE: 11 Nov 65

1. TO: 38 ADM
FROM: 38 CCO
1. INDIVIDUAL(s) MY ON TDY AS SHOWN IN ITEMS 3 THROUGH 21.

2. TYPED NAME, GRADE AND TITLE OF ORDERS ISSUING OFFICIAL: DONALD F. HAUSCHINER, LT COL, USAF COMMANDER
3. SIGNATURE: [signature]
4. PHONE NO: 2313

5. GRADE: MAJ
6. NAME (Last, first, middle initial, AFSN): CHARLES E. HAMRICK, FV1910381
7. ORGANIZATION: Det 5, 38th ARS
8. SECURITY CLEARANCE: TOP SECRET

9. EFFECTIVE ON OR ABOUT: 11 Nov 65
10. APPROXIMATE NO. OF DAYS (Include travel time): 120
11. 0 DAYS

12. PURPOSE OF TDY: To assume Command of Det 7, 38th ARS and coordinate with Base for arrival of UH-3C aircraft.

12. ITINERARY: FROM: Det 5, 38 ARS, Udorn AB, Thailand
TO: Det 7, 38 ARS, Danang AB RVN
RETURN TO: Det 5, 38 ARS, Udorn AB, Thailand
☒ VARIATIONS AUTHORIZED

14. MODES OF TRANSPORTATION AUTHORIZED WITHIN CONUS
A. ☐ TPA. Travel time by most economical common carrier available rail, bus or air is ____ days. Travel time in excess is charged to leave earth in Item 11.
B. ☐ TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVT.
C. ☐ COMMERCIAL AIRCRAFT (First class accommodations)

15. ____ TOTAL POUNDS BAGGAGE, INCLUDING EXCESS, AUTHORIZED EACH PERSON
16. APPROVED ____ PER AFR 35-14 FOR ALL NECESSARY TRAVEL EXPENSE INCLUDING $____ FOR REGISTRATION AND/OR ADMISSION FEES

(ITEMS 17 THROUGH 21 APPLY FOR OVERSEAS TRAVEL)

17. NAME OF DESIGNATED OFFICIAL COURIER
18. AIR MOVEMENT DESIGNATOR ASSIGNED IS
19. ☐ PROPER THEATER CLEARANCES HAVE BEEN OBTAINED

20. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEAS TRAVEL
A. ☒ MILITARY AIRCRAFT
B. ☐ COMMERCIAL AIRCRAFT
C. ☐ COMMERCIAL AIRCRAFT (First class accommodations)
D. ☐ COMMERCIAL AIRCRAFT (Also foreign registry when U.S. registry is not available), RAIL AND BUS WITHIN OS AREA

21. a. Prior to travel overseas comply with the Foreign Clearance Guide for passports and immunization requirements.
b. Return air movement designator will be obtained from the local area priority issuing agency.
c. In the event of limited war or mobilization and you are traveling overseas, contact your Hq to determine the necessity for continuance of travel. In the event of general war or if the CONUS is attacked by a foreign military force while you are traveling, report to the nearest AF installation as soon as possible

22. REMARKS

DISBURSING OFFICER MAKING PAYMENT ON THIS ORDER WILL FORWARD ONE COPY OF PAID VOUCHER TO PACAFBASECON (BDC-F) APO 96553, SAN FRANCISCO, CALIFORNIA.

23. AUTHORITY: AFM 35-11
24. DATE: 11 Nov 65
25. SPECIAL ORDER NO.: 2-32

26. DESIGNATION AND LOCATION OF HEADQUARTERS
38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
APO San Francisco 96307

27. EXPENSES CHARGEABLE TO: 5763400 306 6506 P458 2111 2131 2151 S068300
CUSTOMER IDENTIFICATION CODE: 4 4 665 458P 668300
28. TDN: FOR THE COMMANDER

29. DISTRIBUTION
2 BAF
3 File
20 Individual
5 PARC (DOARA) APO 96553
5 PACAFBASECON (BDC-F) APO 96553
1 ARS ARDAS
1 ARS AREDC

30. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL
E. A. WILSON, JR.
CWO, W-4, USAF
Administrative Services Officer

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SECOND AIR DIVISION (PACAF)
APO SAN FRANCISCO 96307

SPECIAL ORDER
G-288

17 November 1965

DP, each of the following is awarded the Air Medal for meritorious achievement while participating in sustained aerial flight during the period indicated:

LIEUTENANT COLONEL CHARLES E. DONEGAN, FR18283
(Second thru Fifth Oak Leaf Clusters)
10 May 1965 to 15 October 1965

LIEUTENANT COLONEL ALEXANDER J. KISCHLBURGH JR, FR34700
(Sixth Oak Leaf Cluster)
12 July 1965 to 27 July 1965

LIEUTENANT COLONEL ELMER E. MCTAGGART, FR4874
(Fifth and Sixth Oak Leaf Clusters)
24 July 1965 to 21 October 1965

MAJOR RICHARD B. DAVIS, FV1856135
(First thru Fifth Oak Leaf Clusters)
24 June 1965 to 18 September 1965

MAJOR ROBERT R. HOBBLY, FR25376
(Third and Fourth Oak Leaf Clusters)
16 June 1965 to 15 September 1965

MAJOR CHARLES E. GOODWIN, FR46152
(First thru Fifth Oak Leaf Cluster)
24 July 1965 to 12 October 1965

CAPTAIN VAN HUNN, FV3057015 (Sixth thru Tenth Oak Leaf Cluster)
4 July 1965 to 10 October 1965

CAPTAIN ALFRED A. PICINICH, FR30549
(Sixth and Seventh Oak Leaf Clusters)
26 May 1965 to 28 July 1965

FIRST LIEUTENANT HARRY R. ANDERSON, FV3145828
20 May 1965 to 3 September 1965

FIRST LIEUTENANT JACK L. BURGESS, FV3134471
20 May 1965 to 22 August 1965

FIRST LIEUTENANT BURTON W. CAMPBELL, FR70564
2 February 1965 to 6 June 1965

FIRST LIEUTENANT RICHARD E. FLANAGAN, FV3136369
20 May 1965 to 23 July 1965

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G-228

FIRST LIEUTENANT ROBERT V. HALMAN, FR73891
29 April 1965 to 16 June 1965

FIRST LIEUTENANT JERRY L. KAFKA, FV3156763
20 May 1965 to 11 September 1965

FIRST LIEUTENANT ARTHUR F. MACHADO, FV3117051
13 August 1965 to 10 September 1965

FIRST LIEUTENANT STANLEY W. MCWILLIAMS, FV3107387
28 August 1965 to 21 September 1965

FIRST LIEUTENANT TIMOTHY G. SCHAFER, FV3155760
19 July 1965 to 22 October 1965

FIRST LIEUTENANT DAVID L. SIBLEDALE, FV3145798
20 May 1965 to 17 September 1965

FIRST LIEUTENANT WALTER E. WILLIAMS III, FV3137993
20 May 1965 to 23 July 1965

FIRST LIEUTENANT JOHN D. WOLFE, FV3130666
11 August 1965 to 5 September 1965

SENIOR MASTER SERGEANT MARION E. NEAL, AF14263223
29 June 1965 to 29 September 1965

SENIOR MASTER SERGEANT HAROLD G. QUEHLAN, AF20151029
8 July 1965 to 28 September 1965

MASTER SERGEANT NICK MALBOR, AF18292514
15 June 1965 to 12 October 1965

MASTER SERGEANT RUSSELL J. MORRISON, AF21295619 (1st OLC)
13 July 1965 to 13 August 1965

MASTER SERGEANT ROBERT A. [illegible], AF16391256
10 June 1965 to 12 October 1965

TECHNICAL SERGEANT [illegible] A. BOWERS, AF12041452
31 August 1965 to 7 October 1965

TECHNICAL SERGEANT MORTON D. ELLIS, JR, AF13241385
(First Oak Leaf Cluster)
9 August 1964 to 10 October 1964

FOR THE COMMANDER

JAMES A. GRIMSHAW, JR, 1st Lt, USAF
Administrative Officer

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[illegible] AIR [illegible]
[illegible] 66337

[illegible]
G-291

17 November 1965

DP, each of the following is awarded the Air Medal for meritorious achievement while participating in sustained aerial flight during the period indicated:

COLONEL WILLIAM C. PLOTT, FR[illegible] (4th thru 2th OLC)
(1 March 1965 to 14 September 1965)

COLONEL WILLIAM G. PRICE, III, FR[illegible] (3d OLC)
(3 September 1965 to 12 October 1965)

MAJOR ALVIN H. DALLAS, FR[illegible] (16th thru 20th OLC)
(9 August 1965 to 20 September 1965)

MAJOR ROBERT E. [illegible], FR[illegible] (7th OLC)
(1 December 1964 to 16 May 1965)

MAJOR RONALD R. JOHNSON, FR[illegible] (1st OLC)
(21 December 1964 to 17 May 1965)

MAJOR DAVID R. [illegible], FR[illegible] (8th thru 10th OLC)
(29 January 1965 to [illegible] April 1965)

MAJOR [illegible] A. SCHUPPE, FR[illegible] (8th and 9th OLC)
([illegible] May 1965 to 20 September 1965)

MAJOR MICHAEL J. SLECER, FR[illegible] (7th thru 11th OLC)
([illegible] June 1965 to 30 September 1965)

CAPTAIN DERRELL J. ADAMS, JR., FV[illegible]
(2 May 1965 to 23 June 1965)

CAPTAIN DONALD W. AIKEN, FR[illegible] (6th and 7th OLC)
(4 August 1965 to 4 October 1965)

CAPTAIN DAVID R. ANTHONY, FV[illegible]
(2 August 1965 to 24 September 1965)

CAPTAIN ROBERT V. ARMSTRONG, FR[illegible] (1st thru 5th OLC)
(23 May 1965 to [illegible] November 1965)

CAPTAIN WALDO E. ARWO, JR., FV[illegible]
(1 September 1965 to 19 October 1965)

CAPTAIN JOHN C. ATKINSON, JR, FR[illegible] (1st OLC)
(21 July 1965 to 25 August 1965)

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CAPTAIN CLARENCE R. AUTERY, FR50221
(4 May 1965 to 25 June 1965)

CAPTAIN CLARENCE R. AUTERY, FR50221 (1st OLC)
(26 June 1965 to 8 August 1965)

CAPTAIN RICHARD C. BIELACK, FV3039562 (2d and 3d OLC)
(26 April 1965 to 16 August 1965)

CAPTAIN WILLIAM H. BRANDT, FV3103148 (6th thru 10th OLC)
(25 July 1965 to 15 September 1965)

CAPTAIN HOWARD F. BRONSON, III, FR59148 (6th thru 10th OLC)
(31 July 1965 to 13 October 1965)

CAPTAIN HARRY E. BUNGARD, FV3026860 (1st thru 5th OLC)
(1o August 1964 to 27 September 1965)

CAPTAIN SIDNEY CHERWIN, FV3018025 (1st and 2d OLC)
(29 December 1964 to 16 June 1965)

CAPTAIN JOHN H. CHURCHWELL, FV3040050 (1st and 2d OLC)
(4 February 1965 to 26 July 1965)

CAPTAIN RICHARD A. FLEITZ, FV2212036 (1st OLC)
(4 January 1965 to 10 June 1965)

CAPTAIN LAWRENCE C. GRAY, FV3057175 (6th thru 10th OLC)
(24 May 1965 to 29 September 1965)

CAPTAIN BASIL D. GREGORIOS, FR62188 (5th OLC)
(13 August 1965 to 17 September 1965)

CAPTAIN MARVIN L. JONES, FR68502 (6th thru 10th OLC)
(19 June 1965 to 19 September 1965)

CAPTAIN JERRY D. LENTO, FV3065993 (2d and 3d OLC)
(27 May 1965 to 19 August 1965)

CAPTAIN CARL B. LIGHT, FV3035345 (1st thru 5th OLC)
(30 March 1965 to 13 October 1965)

CAPTAIN ROBERT J. LINES, FR28061 (3d OLC)
(19 December 1964 to 30 May 1965)

FOR THE COMMANDER

JAMES A. GARDNER, JR., 1st Lt, USAF
Administrative Officer

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UNIT HISTORY

Detachment 9, 38th Air Rescue Squadron

Pleiku Airfield, Vietnam

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UNIT HISTORY

1. Unit: Detachment 9, 38th Air Rescue Squadron.

2. Period of History: 1 October 1965 to 31 December 1965.

3. Station: Pleiku (Cu Hanh) Airfield, Pleiku, Vietnam.

4. Assignment: Operational control is vested in 2nd Air Air Division, located at Tan Son Nhut Airfield, Vietnam, and excercised through the II Corps Direct Air Support Center and the 38th Air Rescue Squadron Joint Search and Rescue Center for Aircrew Recovery (ACR) Missions, and through the 6254th Combat Support Group, Pleiku Airfield, for Local Base Rescue (LBR) Missions. Administrative and logistical support is provided to some extent by the 6254th Combat Support Group.

5. Commander: Captain Richard R. Cowles, FV3035836.

6. Mission: Primary Mission is Aircrew Recovery (ACR) with a Secondary Mission of Local Base Rescue (LBR). The geographical area of operation involves a primary area encompassing 140 nautical mile radius of Pleiku Airfield and a secondary area consisting of territory adjacent to the primary area which does not encroach on area of responsibility of other Air Rescue Service units. Mission aircraft are two HH-43F helicopters.

7. Operations:

a. Accomplishments:

(1) The unit constructed a building from top to bottom utilizing only detachment personnel except for minor guidance, painting, and electrical work supplied by the Civil Engineer. The building consists of 1334 square feet of office space, supply and maintenance area, alert quarters and crew lounge. An unsurfaced area adjacent to the building has been surfaced and finishing work is being done on the building and area at time of this report.

(2) The unit participated in 15 LBR scrambles, 3 ACR missions, and was alerted for 2 ACR missions which were subsequently canceled for various reasons. Particulars on the ACR missions are detailed in paragraph 7.e of this report.

b. Problems:

(1) Refueling the alert helicopters was a problem that was resolved during this period. The POL section possesses only one JP-4 tanker, which has no cab for transport. It was

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placed near the alert helicopter during periods when it was free from use in napalm mixing at the bomb dump. When JP-4 was needed, we had to move the Fire Suppression Kit and push the helicopter close enough to the tanker to refuel. That system was unsatisfactory for our operation and we obtained a portable 50 gallon per minute refueling and defueling rig with two accompanying 500 gallon bladders which eliminated the above problem. The bladders are positioned so as to allow for refueling on both helicopters without moving either the refueling rig or the helicopters.

(2) The ramp area was quite congested when our aircraft arrived and it required vigorous action to educate Vietnamese and American personnel on the hazards involved. An aggressive indoctrination was launched utilizing the daily bulletin, posters, warning signs, and briefings. The situation has been greatly improved but remains a constant safety consideration.

(3) Personnel problems have directly affected our mission. We had only one medic and two firemen assigned upon arrival. This eliminated night Fire Suppression capability due to crew rest difficulties. A base medic was utilized temporarily to relieve our one assigned medic for meals and every other night for crew rest purposes. However, he was removed from flying status and his services were lost to the unit. The one medic assigned was returned to the CONUS after aggravating a previous back injury during an Aircrew Recovery Mission. We are presently without a medic, but the host base flight surgeon is available and willing to accompany us if necessary. The two firemen assigned are trained in most aspects of medical emergency care applicable to the mission and in event of a mission where the flight surgeon is not available act as medics. We are expecting four additional firemen and one medic to arrive during the first half of January 1966. This will enable us to provide 24 hour a day fire suppression coverage in addition to the 24 hour a day Aircrew Recovery coverage we have provided since activation.

(4) Maintenance support has been a problem because the host base has no field Maintenance activity. Fortunately the Army helo section at Camp Holloway (located 3 miles south) has been extraordinarily cooperative and has shared not only engine and sheet metal specialists, but also engine parts. We feel that this is an outstanding example of inter-service cooperation.

c. Requirements:

(1) Communications requirements are being fulfilled now that completion of the detachment building is near. A PRC-41 radio has been installed in the new building, along with crash phone,

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regular phone line, and field phone lines to the GCI site and enlisted quarters. Alert klaxons and field lines to II Corps Direct Air Support Center and the tower and base operations have been requested.

(2) Office equipment almost completely lacking. The unit has one Diebold safe. All other equipment including desks, filing cabinets, etc is on order.

(3) Maintenance Technical Orders are lacking, particularly on the engine. These are on emergency requisition.

d. Plans:

(1) A new alert area was discussed with host base due to congestion problems. A possible area for use located on the west ramp has been discarded as unsatisfactory due to wing span of transport aircraft which utilize the base. The host base Commander has mentioned that possibly we may have to relocate in the future, but this will not be possible until the base provides suitable facilities and alert area. This will be a long range program, and no present plan for moving the detachment exists.

(2) PCS replacements for the unit are scheduled to report in from 25 January 1966 through 28 February 1966. The rotation of our present personnel (All TDY) will be staggered to provide maximum continuity of operation.

(3) A possibility exists of an additional HH-43B or HH-43F aircraft being assigned during 1966. This will depend on release of presently needed aircraft from other Southeast Asia units upon arrival of new rescue aircraft.

e. Operational Missions:

(1) Local Base Rescue missions were all precautionary orbits with all aircraft involved landing safely.

(2) Aircrew Recovery missions:

a. 28 November 1965: At 1342hrs the Base Operations crash phone rang with information that an F-4C had an engine fire and flameout. The primary crew was airborne in two minutes and the secondary crew in three minutes. A large column of smoke was seen approximately five miles north of the field. Survivors (two USAF) who had bailed out were located within 100 yards of each other. Both pilots were recovered safely; one by each helicopter.

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b. 7 December 1965: At 1002 hours II Corps Direct Air Support Center advised the unit that an F-4C had crashed north of Kontum with one parachute spotted. Alert crew scrambled at 1009 hours and coordinated headings and rescort through GCI. An O-1E FAC aircraft which had been directing the objective on a bomb run at time of the crash was still orbiting scene and advised the HH-43F crew that no signals had been received, and one chute had been observed seconds before impact. Upon arrival at the site, and after two slow passes over the wreckage, the HH-43F attempted to lower the medic down the hoist to check on a chute that was spotted 15 yards south of the wreckage. Winds prevented the maneuver and the crew decided to let the medic off on a ridge above the site and let him work his way down to the wreckage, however this was unfeasible due to time and distance to the wreckage. Another hover attempt was made and was successful. The medic was lowered into the site using 200 feet of hoist, and confirmed one deceased in the parachute. It was impossible for the HH-43F to recover the remains and the next day an Army Special Forces ground party secured the area and recovered both bodies.

c. 14 December 1965: At 1000 hours GCI advised a B-57 had crashed 34 miles southwest. The alert crew scrambled at 1005 hours and upon arrival at the scene were informed that an Army helicopter had picked up the navigator in good condition but that there was no sign of the pilot. The medic was let down 80 feet into the crash, but the intense heat and fire from the wreckage prevented close examination. After recovering the medic, the HH-43F searched the area for half an hour with no results. Later that day when the wreckage had cooled the crew had returned to the site and recovered the pilot remains.

f. Training: Minimum flying training requirements for Aircrew Recovery units were received from our parent unit and are being complied with. Training flights were scheduled upon arrival of aircraft to check out each Rescue Crew Commander on the F model helicopter, particularly with respect to operation with the Fire Suppression Kit attached. This unit is located at an altitude of 2400 feet and the surrounding terrain goes up to 5000 feet. Helicopter operations are critical at the altitude, temperature, and helicopter gross weight at which we are operating. All Pilots have been given extensive training in high altitude helicopter operations and limitations. Extensive ground training in survival and personal equipment has been given.

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g. Equipment Procurement: At present there is no Base Equipment Management Office at Pleiku. Plans are in final stages for establishment of a BEMO in February 1966. Ordering of AGE and EAID items is done through host base supply. The unit has made full use of a limited Local Purchase ability at this station. In addition, some items of personal equipment are lacking and are on order. In spite of difficulties associated with a combat zone, outstanding supply assistance has been received from our parent unit and the host base.

h. Summary of Flying Activities:

COMBAT MISSIONS-(No ARS Aircraft lost, no ARS men lost, missing, wounded)

Missions	Sorties	Objective
1. 28 Nov 65	2	USAF F-4C Crew (2)
2. 7 Dec 65	2	USAF F-4C Crew (2)
3. 14 Dec 65	2	USAF B-57 Crew (2)

NON-COMBAT MISSIONS- None of historical significance.

8. Personnel: All personnel assigned to this unit during the period of this report were TDY from various Air Rescue Service local base rescue units in the CONUS. Key personnel were:

Capt	Richard R. Cowles	FV3035836	Commander	Det 16 MARC (Williams)
Capt	William F. Clark	FV3064668	Intelligence	Det 18 WARC (Webb)
Capt	Leonard L. Hills	FV3058585	Maintenance	Det 18 EARC (Thule)
Capt	Glen L. McFarlane	FR54892	Operations	Det 7 EARC (S-Johnson)
Capt	C. S. Purviance	FV3098172	Safety, Admin	Det 14 EARC (McDill)
1 Lt	Curtis K. Bayer	FR78526	Supply	Det 18 WARC (Webb)
2 Lt	James E. McLain	FV3156047	Safety, ISO	Det 12 WARC (George)
MSgt	Carlton B. Gammons	AF11239539	NCOIC	Det 8 EARC (N-Beach)

9. Equipment:

a. Mission Aircraft: 2 HH-43F Helicopters.

b. Special Mission Equipment:

(1) Forest penetrator seat (for personnel recovery by hoist through heavy foilage)

(2) 217 foot hoist cable.

(3) Fire Suppression Kit (for establishing rescue path through flames on burning aircraft-normally used within 15 nm of base.)

(4) Armor plating-800 lbs-(for protection of crew and vital portions of aircraft including engine, fuel system, etc).

(5) Auxiliary Fuel Tank. (1000 pound capacity)

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10. Remarks: The unit, consisting of TDY personnel from various LRR units in the United States, gathered on 27 October 1965 for M-16 training at Hamilton AFB, California. Briefings from Western Air Rescue Center were given on 27 October with M-16 training on 28 and 29 October. A special airlift was scheduled but did not materialize, and personnel were sent to Vietnam in increments on a space available basis. On arrival at Tan Son Nhut, our parent unit, 38th Air Rescue Squadron, informed us that due to airfield security, our operational activation would be delayed. For the next week the unit received briefings, gathered local purchase items, maintenance equipment, and forms and regulations. On 7 November 1965, a special airlift was arranged via C-130 and the personnel departed for Pleiku. Two HH-43F aircraft, one from Udorn and the other from Nakhon Phanom, Thailand, arrived on 25 November 1965. The aircraft were ferried utilizing detachment personnel augmented by two qualified pilots from Thailand units with HH-43F experience.

Since arrival at Pleiku, personnel of the unit have been involved in assuring that PCS replacements will be able to smoothly transition into the detachment. The unit was operational and capable of performing both primary and secondary mission on the day the aircraft arrived. This was due to ARS standardization procedures and the policies placed in effect by the unit. The validity of that statement is proven by the successful Aircrew Recovery accomplished on 28 November 1965, three days after the aircraft arrived.

Personnel of the unit have also been involved in bringing the unit up to required levels in maintenance, supply, training, administration, operations and security. Though some items are not available, all within our power has been done to make the unit a smoothly functioning organization with emphasis on Personal Responsibility in Daily Effort.

11. Appendixes and Documentation: All material has been covered in the main portion of this report. Documentation in the form of Special Orders designating the unit is not available at this station. Military Airlift Command Special Order Number G-123, 15 September 1965, activated the unit. The two attachments are a personnel roster and a copy of a letter sent to PCS replacements to acquaint them with the unit and the mission.

Charles S. Purviance

CHARLES S. PURVIANCE, Capt USAF
Unit Historian

2 Atch
1. Personnel Roster
2. Ltr, Unit Information

APPROVED:

R. Cowles

RICHARD R. COWLES, Capt USAF
Commander

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Det 9, 36TH AIR RESCUE SQUADRON APO SAN [illegible]

1. Cowles, Richard R.	Capt [illegible]	[illegible]	Det 16, WARC [illegible] AFB
2. Hills, Leonard L.	Capt [illegible]	[illegible]	Det 18, WARC [illegible] AFB
3. Clark, William F.	Capt [illegible]	Intelligence	Det 13, WARC [illegible] AFB
4. McFarlane, Glen L. (IP)	Capt [illegible]	[illegible]	Det 7, [illegible]
5. Durvieux, Charles S.	Capt [illegible]	[illegible],Safety	Det 14, WARC McDill AFB
6. Sayer, Curtis K.	2Lt FR78,26	Supply	Det 19, WARC [illegible] AFB
7. McMahon, James E.	2Lt FV3156047	ISO,Security	Det 12, WARC George AFB
8. Cameron, Carlton B.	MSgt [illegible]	[illegible]	Det 3, WARC Myrtle Beach AFB
9. Brown, Thomas J. Jr.	TSgt [illegible]	[illegible]	HQ WARC Hamilton AFB
10. Johnson, Clifford L.	SSgt [illegible]	[illegible]	Det 16, WARC [illegible] AFB
11. Malden, Thomas E.	SSgt [illegible]	[illegible]	Det 11, WARC MacDill AFB
12. Merrell, Jessie L.	A2C [illegible]	[illegible]	Det 14, WARC MacDill AFB
13. Carter, Joseph M.	A2C [illegible]	[illegible]	Det 15, WARC Patrick AFB
14. Transtaff, Worrell D.	A2C [illegible]	[illegible]	Det 6, WARC [illegible] AFB
15. Pramnerstiel, Robert J.	A3C [illegible]	[illegible]	Det 14, WARC McGuire AFB
16. McGeehe, Richard L.	A3C [illegible]	[illegible]	Det 2, WARC Carlton AFB
17. Stewart, Ronald G.	A3C [illegible]	[illegible]	Det 2, WARC Carlton AFB
18. Sago, Terrell L.	A3C [illegible]	[illegible]	Det 14, WARC MacDill AFB
19. Gilbert, Chester W. Jr.	A3C [illegible]	[illegible]	Det 5, WARC Suffolk County
20. Mathies, Howard T.*	A1C [illegible]	[illegible]	[illegible] Mod Cpn [illegible] AFB *
21. Smith, Robert L.	A1C [illegible]	[illegible]	19th CES [illegible] AFB
22. Marles, James W.	A1C [illegible]	[illegible]	19th CES [illegible] AFB
23. Mullin, Tom D. Jr.	A3C [illegible]	[illegible]	Det 15, WARC Patrick AFB

Note* Airman Mathies returned to CONUS 22 December due to aggravation of previous back injury.

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Detachment 9
38th Air Rescue Squadron (MATS)
UNITED STATES AIR FORCE
APO San Francisco, 96295

Dear 1/Lt Cardwell

This letter is being sent to your leave address as noted on copies of Special Orders received. We would like to tell you something of the unit you will be joining early next year and what you can expect in the way of facilities, climate, etc. Some of this information has no doubt reached you through other sources but we hope you will be able to find something of interest in this letter.

The personnel presently manning this unit (7 officers and 16 enlisted) are all TDY from various LBR units in the states. Most were volunteers. Though our main goal has been mission accomplishment, we have also taken extra care to insure that the unit will be well on its feet when you arrive. This does not mean, of course, that policies and procedures now in effect will not need to be changed by future requirements. That is to be expected in any unit doing its job. What it does mean, we feel, is that we are attempting in every facet of operation to set things up with you, our PCS replacements, in mind. The effectiveness of this attitude can best be judged by you after your arrival.

Detachment 9 is located at New Pleiku Airfield (Cu Hanh), in the central highlands of Vietnam, 200 miles north of Saigon. The province capital town of Pleiku is about 7 miles southwest and has a population of 27,000. The town appears quite small to Americans (most of us would guess only a 3,000 population based on size) and is often off-limits due to incidents which have occurred while Vietnamese units have been in town prior to going into the field. On occasion American personnel have been involved, so periodically the town is declared off-limits. Usual curfew is 2300 hours. There are four or five bars in town and a few tailor shops. Interesting little shops selling Vietnamese goods abound and prices are generally reasonable.

The II Corps Headquarters (II Corps area covers 49% of the geographical area of south Vietnam) is located 3 miles northwest, along with the 6254th Combat Support Group, our host unit, and the Military Assistance Command-Vietnam (MACV) compound. Also there is a US Army Airfield (Camp Holloway) 3 miles south and numerous Vietnamese units in the area, plus a US Army Special Forces Hq unit.

Our officer quarters are in the 6254th CSGp area of the MACV Compound, and we have the use of one building (#144) for officers. There will be ample space for all ten PCS officers in the building. It is a single story wooden frame building and each person has a separate bed (No double bunks). A maid comes with the building, and the monthly laundry charge is 300 piastres per person for cleaning and general laundry, with flight suits and fatigues 20 piastres extra apiece. (118 piastres = $1.00 US). A latrine with modern facilities is closeby. Enlisted quarters are in "Tent City" which is located about a mile from the flight line between the MACV compound and the line. The buildings in use there are large tents with wooden sides and flooring. Maid service is also available and there is a centrally located latrine which has hot water and free washing and drying machines.

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Detachment 9 has a primary mission of Aircrew Recovery (ACR) and a secondary mission of LBR. We have at present two HH-43F helicopters, with the possibility of gaining either another "F" or "B" model early next year. Primary differences between the B and F models are a larger T-11 engine, 800 lbs of armor plating, self sealing fuel tanks, auxiliary fuel tank, UHF-VHF-FM radios, and 218 ft of hoist cable.

The unit fills a large gap that has existed in ARS coverage in Vietnam. Our parent unit is the 38th Air Rescue Squadron, based at Tan Son Nhut Airfield, Saigon. The 38th was organized 1 July of this year out of a PARC detachment. Present Commander of the 38th is Colonel Arthur W. Beall, who is no doubt familiar to you as past IG of ARS and CARC Commander previous to that. The 38th has eleven detachments, both in and out of the country. The 38th has standardization, safety, maintenance, supply, administration and operations sections and also a SAR center which controls both in and out-country missions.

We have had two ACR missions since the F models arrived 25 November. The first involved two saves on the crew of an F-4C that crashed 7 miles north of the field. The second was more tragic; the crew of another F-4C that crashed 49 miles north did not survive. Our alert crew that day investigated the crash site and determined that there were no survivors by lowering the medic down (using 200 ft of hoist!).

Our present personnel met at Hamilton AFB 27 October to attend M-16 rifle training for 2 days, and also received briefings from WARC. Though a special airlift was planned for us, it fell through and we drifted across to SEA in increments starting 30 October. When we arrived at Tan Son Nhut, the 38th informed us that airfield security at Pleiku would delay our activation. We stayed at Tan Son Nhut for a week and took advantage of the time to scrounge supplies, forms, etc to assist in setting up the unit. We also received intelligence briefings. We arrived together via C-130 on the 7th of November. The F models were not transferred until 25 November so we had those 2 weeks to prepare for them and get settled. We are just completing a unit building which was built from the bottom up by our enlisted personnel, including foundation, roofing, etc. It will have ample room for your operation and includes a bunk room for the alert crew. Up to now we have been utilizing a room in base operations for our office area. We are quite proud of this self-help building.

Base support is outstanding. The base commander, Colonel Bill E. Thompson, has been very helpful to us and is becoming "Rescue Oriented". The Flight Surgeon, Dr John A. Flood, has taken particular interest in supporting the unit.

Our present alert status is one crew on primary alert from 0700 hours thru 0700 hours the next day. They then have the morning off. They are replaced for show at 1100 and 1620 hours by a secondary alert crew who assumes primary alert the next day, and so on. No doubt your procedure will be somewhat modified considering more pilots and the possibility of an additional aircraft.

The base security problem mentioned above has been solved by Air Policemen who are stationed here now. The base has actually been in use for years but only recently was expanded including paving of runways, etc. The actual future status of the base, in regards to aircraft and units, is a question which comes up every day and no one can do more than think of a better rumor to add to the mill.

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Security, as far as unfriendly forces are concerned, has not been a problem in recent months. The possibility does exist, however. You will no doubt be faced with the "old head" type of individual who mocks any seriousness in security awareness, but don't be led on by that attitude. We suggest maintaining an open mind and constant awareness as being the best bet. The area surrounding Pleiku for about 15 miles consists of rolling land, with very little brush. It is one of the most wide open areas in terms of countryside in Vietnam. Mountains rising to 6000 ft surround this "plateau", and the view is quite scenic. The thing you will appreciate most is the weather - it is beautiful. Not hot and sticky as in Saigon, but cool and brisk and just right. You'll need sweaters or flight jackets at night. Food is pretty good and at present there is a choice between eating in the Army or Air Force mess (officers). Enlisted personnel eat at the Air Force mess. The only BX available is usually out of everything except cigarettes and most toilet articles. It has a fantastic selection of cameras, but no magazines, air mail envelopes, lighter fuel, flints, etc. We have attached a list of suggested items to bring with you which should set you straight. A small photo developing store run by a Vietnamese offers quick and cheap photo finishing (black and white only). Also the compound has two barber shops, a tailor shop, and Officer, NCO and Airman Clubs.

One unusual aspect of this area other ARS units miss are the mountain tribes (called Montgnards by the French). These are generally aboriginal people and there are many different tribes spread throughout the central mountains of Vietnam. They are very superstitious and don't get along at all with the lowland Vietnamese. They are distinctive looking and you will have no trouble with them as they like Americans. However, there are certain rules for dealing with these people which you should be aware of and which will be passed to you on arrival.

Vietnam is a fascinating country, and generally we have discovered that if you make an attempt to understand the Vietnamese and not judge them by our standards, you will make your tour that much more worthwhile. Quite a few of us would extend (two have applied already) were it not for our families in the states.

We hope this letter and the attachment will answer most of your questions; if not feel free to write and ask us anything you are wondering about. If we do not know the answer, we will find out and let you know. We are looking forward to your arrival and are sure that you will enjoy Pleiku. We think this is the best ARS unit in the theater and in the best location. We have an exceptional group of personnel and I am proud to be their commander.

Sincerely

Richard R. Cowles

RICHARD R. COWLES, Capt, USAF
Commander

1 Atch
Informational Listing

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PCS INFORMATION

1. MAILING ADDRESS: Your address will be: GRADE-NAME-SERIAL NBR
Det 9, 38th Air Rescue Sq, Box____
APO San Francisco 96295
All letters mailed from Vietnam to the states or other APO's are free of postage. Packages still require postage. Bring a SMALL lock for mailbox.
2. Upon arrival at Tan Son Nhut Airport, Saigon, you will be met by processing personnel who will give briefings and also additional information concerning in-processing. If necessary to call the 38th Air Rescue Sq, their phone number is Air Division 4313.
3. Don't get caught at Travis with missing immunizations! In addition to Finance, Medical, Dental, Personnel, Supply, Training Records, bring your passport. You may need it on leave status. Apply for one if you don't have one. All ARS Officers should have or apply for Top Secret Clearance. Bring AF Form 538 (Supply), Form 5 (Flying Hours), Copy of AF Form 7 or 11 as applicable, Geneva Convention Card, GI License. Suggest you consult finance at your station prior to departure so that you have full knowledge of what your pay will be, including combat pay, separation allowance, etc. Officers will get $200 a month taken off gross pay for income tax purposes. Enlisted will not be required to pay income tax for time spent in Vietnam. All flying personnel should bring two sets of flying boots, and paint their helmets with olive drab spray paint. In addition flying personnel should bring 4-5 sets of fatigues with ultramarine insignia. At least 3 sets must be long sleeved. Alert crews normally will wear fatigues. Suggest you have pockets added to legs and also pencil pocket on left sleeve. Have current set of ID Tags. They must be worn in Vietnam. Bring $100 to $400 in cash with you. This will be converted to MPC (scrip) upon arrival. Strongly suggest you keep itinerary including travel times enroute, etc. to aid you in filling out vouchers. Flying personnel should attempt to get a Pen-Gun flare kit, which are in short supply here. MAKE SURE YOUR DEPENDENTS UNDERSTAND BENEFIT PROGRAM. HAVE YOUR EMER DATA FORM UP TO DATE.
4. Bring with you three months supply of shaving equipment, hand soap, and envelopes for letters home. Buy 2-3 boxes laundry soap while in Saigon. Buy a transistor radio while in Saigon, if you desire. AFRS can be picked up here at Pleiku. Bring 2-3 sets of 1505s, and extra flight cap. Bring plenty of underwear and socks. Off-duty wear is normally short sleeved white shirts and dark slacks. Bring sweater or jacket for cool nights. Also bring towels and washcloths. An extra blanket is suggested. You can buy excellent cameras here at the BX. Bring 3 months supply deodorant and toothpaste and hair lotion. Bring one suit and tie for R&R trip. Flying personnel should get a small compass, and in fact, bring any personal survival kits they may have.
5. Here is a list of the PCS officers. This may not be firm, but is all we have available at this time. No word yet on enlisted PCS personnel:
Capt Dale R. Tyree Det 1 EARC Loring AFB
Capt Lawrence F. Marcum HQ CARC Richards-Gebaur AFB
Capt David J. Frazier Det 14 EARC MacDill AFB
Capt C.F. Verneys
1 Lt D.C. Britton
1 Lt M.E. Davis
1 Lt G.O. Tooley
1 Lt F.M. Bergold
1 Lt David R. Stevenson Det 16, EARC Homestead AFB
1 Lt Richard L. Cardwell Det 1 CARC Glasgow AFB

(believe all will attend survival school at Clark AB enroute)

6. PLEASE FEEL FREE TO WRITE US IF YOU DESIRE ANY MORE INFORMATION: WE ARE HERE TO SET THINGS UP FOR YOU, AND WILL BE GLAD TO HEAR FROM YOU!

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DEPARTMENT OF THE AIR FORCE
Det 10, 38th ARSQ (MAC)
APO San Francisco 96215

REPLY TO
ATTN OF: Capt Strayer/tdj/162

4 January 1966

SUBJECT: Unit History

TO: 38th ARSQ (38 Historian)
APO US FORCES 96307

1. Unit. Detachment 10, 38th Air Rescue Squadron.

2. Period of History. through 31 December 1965.

3. Station. Binh Thuy AB, Republic of Vietnam.

4. Assignment. Detachment 10 is assigned to the 38th Air Rescue Squadron for administration and supply support. The base commander is considered the operational control commander in accordance with AFR 55-18, however due to the peculiar circumstances concerning the mission in the IV Corps area, scrambles are initiated from IV Corps Direct Air Support Center (DASC) as well as the base crash net. The base itself belongs to the Vietnamese Air Force (VNAF) and the USAF part of it is just coming into its own as an organization. As a result it is assuming more and more of the logistical support so necessary to a helicopter detachment.

5. Commander. Captain Ervin L. Schaefer, FV2221942. Captain Schaefer assumed temporary command of the detachment when it was activated. He and his crews will be replaced by PCS personnel sometime in early 1966.

6. Mission. The detachment's primary mission is considered Aircrew Recovery (ACR) with Local Base Rescue (LBR), ie. fire suppression, as the secondary one. The geographical location of the unit is in the center of Vietnam's vast Mekong Delta, 70 nautical miles southwest of Saigon and only 110 miles North of the southern tip of the peninsula.

7. Operations.

a. Because the detachment became operational so late in the year (25 December 1965), no significant account of operations can be related at this time. Obviously there are many problems to be solved; most however result from the growing pains expected of any new organization.

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b. It follows that the detachment's flying activities were practically nil. The ferry flight of both aircraft to Binh Thuy is probably worth mentioning however. They left Udorn AB, Thailand, 22 December 1965. Their itinerary took them through Ubon AB, Thailand, over the pan handle of Laos into Pleiku and Tan Son Nhut AB, Vietnam. The only other missions flown were two precautionary orbit types on the last two days of the year.

8. Personnel.

a. Captain Ervin L. Schaefer, Commander.

b. Captain Jay M. Strayer, Operations Officer.

c. Captain Wayne J. Wolf, Maintenance Officer.

d. Captain Thomas M. Brennan, Supply Officer.

e. 1st Lt Frederick T. Dykes, Administrative Officer.

f. TSgt Garvie R. Setzer, Maintenance Superintendent.

9. Equipment.

a. One HH-43B, S/N 59-1587.

b. One HH-43F, S/N 62-4560.

c. Two Fire Suppression Kits.

10. Remarks. Initial facilities assigned us have been grossly inadequate. They consist of an 8' X 35' trailer and one very well used pickup truck (on loan from IV DASC, not the base). Every section, ie. Operations, Maintenance, Administration and Alert are housed in this small area. A 20' X 60' two story building is presently being constructed and will be capable of housing our working sections. Target date of completion is 15 January 1966. A better alert vehicle is also anticipated.

11. Appendexes. None.

12. Documentation. None.

ERVIN L. SCHAEFER
Captain, USAF
Commander

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
111

18 November 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 38th Air Rescue Squadron, effective this date, vice Lt Col DONALD F. KARSCHNER, FR14149, relieved.

ARTHUR W. BEALL
Colonel, USAF
Commander

DISTRIBUTION
10 - 38th ARS
10 - 1360th ABG
1 - ARS (ARDAS)
1 - ARS (ARBDC)
3 - 6250th Cmt Sup Gp
3 - 2nd Air Div
2 - PARC
3 - Each Det

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
101

16 October 1965

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 38th Air Rescue Squadron, effective this date, vice Lt Col EDWARD KRAFKA, FR6783, relieved.

Donald L Karschner

DONALD L KARSCHNER
Lt Col, USAF
Commander

DISTRIBUTION
10 - 38th ARS
10 - 1360th ABG
1 - ARS (ARDAS)
1 - ARS (ARBDC)
3 - 6250th Cmt Sup Gp
3 - 2nd Air Div
2 - PARC
3 - Each Det

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TEMPORARY DUTY ORDER—MILITARY

(If more space is required, continue on reverse, identifying items by number)

DATE: 11 Nov 65

1. INDIVIDUAL(S) WP ON TDY AS SHOWN IN ITEMS 5 THROUGH 21.

TO: 38 ADM

FROM: 38 CCO

2. TYPED NAME, GRADE AND TITLE OF ORDERS ISSUING OFFICIAL: DONALD F. KARSCHNER, LT COL, USAF COMMANDER

3. SIGNATURE: [signature]

4. PHONE NO.: 2313

5. GRADE	6. NAME *(Last, first, middle initial, AFSN)*	7. ORGANIZATION	8. SECURITY CLEARANCE
MAJ	CHARLES E. HAMRICK, FV1910381	Det 5, 38th ARS	TOP SECRET

9. EFFECTIVE ON OR ABOUT: 11 Nov 65

10. APPROXIMATE NO. OF DAYS *(Include travel time)*: 120

11. 0 DDALV

12. PURPOSE OF TDY: To assume Command of Det 7, 38th ARS and coordinate with Base for arrival of HH-3C aircraft.

13. ITINERARY: ☒ VARIATIONS AUTHORIZED

FROM: Det 5, 38 ARS, Udorn AB, Thailand

TO: Det 7, 38 ARS, Danang AB RVN

RETURN TO: Det 5, 38 ARS, Udorn AB, Thailand

14. MODES OF TRANSPORTATION AUTHORIZED WITHIN CONUS

A. ☐ TPA. Travel time by most economical common carrier available (rail, bus or air) is ____ days. Travel time in excess is charged to leave auth in Item 11.

B. ☐ TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVT.

C. ☐ COMMERCIAL AIRCRAFT *(First class accommodations)*

15. ____ TOTAL POUNDS BAGGAGE, INCLUDING EXCESS, AUTHORIZED EACH PERSON

16. APPROVED ____ PER AFR 35-14 FOR ALL NECESSARY TRAVEL EXPENSE INCLUDING $____ FOR REGISTRATION AND/OR ADMISSION FEES

(ITEMS 17 THROUGH 21 APPLY FOR OVERSEAS TRAVEL)

17. NAME OF DESIGNATED OFFICIAL COURIER

18. AIR MOVEMENT DESIGNATOR ASSIGNED IS

19. ☐ PROPER THEATER CLEARANCES HAVE BEEN OBTAINED

20. MODES OF TRANSPORTATION AUTHORIZED FOR OVERSEAS TRAVEL

A. ☒ MILITARY AIRCRAFT

B. ☐ COMMERCIAL AIRCRAFT

C. ☐ COMMERCIAL AIRCRAFT *(First class accommodations)*

D. ☐ COMMERCIAL AIRCRAFT *(Also foreign registry when U.S. registry is not available)*. RAIL AND BUS WITHIN OS AREA

21. a. Prior to travel overseas comply with the Foreign Clearance Guide for passports and immunization requirements.
b. Return air movement designator will be obtained from the local area priority issuing agency.
c. In the event of limited war or mobilization and you are traveling overseas, contact your Hq to determine the necessity for continuance of travel. In the event of general war or if the CONUS is attacked by a foreign military force while you are traveling, report to the nearest AF installation as soon as possible.

22. REMARKS

DISBURSING OFFICER MAKING PAYMENT ON THIS ORDER WILL FORWARD ONE COPY OF PAID VOUCHER TO PACAFBASECOM (BDC-F) APO 96553, SAN FRANCISCO, CALIFORNIA.

23. AUTHORITY: AFM 35-11

24. DATE: 11 Nov 65

25. SPECIAL ORDER NO.: T-30

26. DESIGNATION AND LOCATION OF HEADQUARTERS
38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
APO San Francisco 96307

27. EXPENSES CHARGEABLE TO: 5763400 306 6506 P458 2111 2131 2151 S668300

CUSTOMER IDENTIFICATION CODE: 4 4 665 458F 668300

28. TDN: FOR THE COMMANDER

29. DISTRIBUTION
2 BAF
3 File
20 Individual
5 PARC (DOARA) APO 96553
5 PACAFBASECOM (BDC-F) APO 96553
1 ARS ARDAS
1 ARS ARBDC

30. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL
E. A. WILSON JR.
CWO, W-4, USAF
Administrative Services Officer

AF FORM MAY 64 626 PREVIOUS EDITION OF THIS FORM WILL BE USED UNTIL STOCK IS EXHAUSTED

★ GPO — 1964 — 720—066

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United StatesAir Force
APO San Francisco 96307

SPECIAL ORDER
106

3 November 1965

1. So much of SO 71, this unit, 20 Aug 65, relating to the reassignment of 1ST LT JOSEPH P. PHELAN III, FR75001, 38th Air Rescue Squadron, APO San Francisco 96307 with permanent duty sta Det 7, 38th Air Rescue Squadron, APO San Francisco 96337, as reads in Item #3 "102SC" is amended to read "102Z" and as reads in Item #7 "Eastern Air Rescue Center, MATS, Robins AFB, Ga, 31094 with permanent duty [illegible] Det 8, Myrtle [illegible] C[illegible]ina 29577" is amended to read "[illegible] Center, [illegible] AFB, Ga. with permanent duty sta Det 15, [illegible] Fla".

2. So much of SO [illegible], this unit, 18 Aug 65, relating to the reassignment of CAPT RAMON M. LEFEVRE, FV3[illegible], 38th Air Rescue Squadron, APO San Francisco 96337, with permanent duty sta Det 6, 38th Air Rescue Squadron, APO San Francisco [illegible] as reads in Item #3 "102SC" is amended to read "102Z" and as reads in Item #[illegible] "Eastern Air Rescue Center, MATS, Robins AFB, Ga. 31[illegible] with permanent duty [illegible] Det 14, [illegible]" is amended to read "[illegible] Ga. 31094 with permanent duty [illegible] Fla".

3. CAPT LV G. GRAHAM FV3[illegible] is designated as Detachment Commander of Det 7, 38th Air Rescue Squadron, APO San Francisco 96337, effective 20 Oct 65.

FOR THE COMMANDER

W. A. WILSON JR
C.O, W-4, USAF
Administrative Services Officer

DISTRIBUTION
10 38th ARS
10 1360 ABG
5 Det 6, 38 ARS
10 Det 7, 38 ARS
5 EARC
40 Capt Lefevre
40 Lt Phelan
5 Capt Graham
5 Det 15, Patrick AFB, Fla

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United States Air Force
APO San Francisco 96307

SPECIAL ORDER
No.

10 November 1965

1. Each of the following officers is designated as Detachment Commander of unit indicated. Effective this date.

Detachment 2, 38th Air Rescue Squadron, APO San Francisco 96273
CAPT EDWIN J. CHRISTY, FV2226948

Detachment 3, 38th Air Rescue Squadron, APO San Francisco 96304
CAPT HARRY F. [illegible], FR72104

Detachment 5, 38th Air Rescue Squadron, APO San Francisco 96237
MAJ BAYLOR R. H[illegible], FR43281

Detachment 6, 38th Air Rescue Squadron, APO San Francisco 96227
MAJ WILLIAM T. HAYES JR., FV1912224

Detachment 9, 38th Air Rescue Squadron, APO San Francisco 96295
CAPT RICHARD R. COWLES, FV3035836

Detachment Provisional First, 38th Air Rescue Squadron, APO San Francisco 96312
CAPT RICHARD C. PFADENHAUER, FV3036912

2. CAPT JEROME R. LUTTINGER, FV941787, is designated as Detachment Commander of Det 4, 38th Air Rescue Squadron, APO San Francisco 96233, effective this date, vice CAPT HAROLD D SALEM, FV3027257, relieved.

FOR THE COMMANDER

[illegible] WILSON JR.
[illegible], USAF
Administrative Services Officer

DISTRIBUTION
5 Individual
10 38th ARS
10 1360 ARG
5 Each Det
1 ARS ARDAS
1 ARS ARSDT

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-131

7 October 1965

Detachment Provisional, First, 38 Air Rescue Sq, is designated and organized at Cam Ranh Bay AB, Vietnam, effective 10 Oct 65. Logistic support will be provided by installation where located. Personnel and equipment will be provided by Comdr, 38 Air Rescue Sq. Air Rescue Service will notify Hq MATS (MAXMO) upon completion of mission. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

W. J. ATKINS, Colonel, USAF
Director of Administrative Services

DISTRIBUTION
1 - Hq USAF (AFCAS-5, AFIGO, AFADS-1A)
3 - (AFMSG, AFOMO, AFOAPD, AFPMP, AFPDC)
2 - Hq MATS (MAFOIH)
1 - (MAASG, MABAC, MABBU, MAXMOEO, MADASPD, MADASAM, MADASAD, MADASAS, MABDC, MABMA, MADASR, MAIIG, MAIIGSP, MAEDC, MAMDC, MAMLG, MAMME, MAMMEE, MAMSS, MAODC, MASJA, MAXPD, MAXWP, MAXLA)
3 - (MAMSSEP)
14 - (MAPEX)
10 - (MADASAO)
7 - (MAXMOR)
12 - (MAXMOP)
15 - AWSAS
30 - ARS
2 - WESTAF, EASTAF, APCS
5 - Det Prov, First, 38 Air Rescue Sq; 38 Air Rescue Sq; PACAF
2 - Comdr, Cam Ranh AB, Vietnam
2 - AU Library; AFLC (MCSEM, MCSDC); ARPC, 3800 York St, Denver, Colo
2 - Det 16, Det 15, Hq MATS
2 - 1405 Aeromed Trnsp Wg; 1254 Air Trnsp Wg (PER); 1707 Air Trnsp Wg; 1254 Air Trnsp Wg
1 - Res and Coord Sec, Ref Svc Br, MPRC, St Louis, Mo; Resident Auditor, Bldg 750, Scott AFB, Ill
5 - Det 36, Hq MATS

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, MILITARY AIR TRANSPORT SERVICE
SCOTT AIR FORCE BASE, ILLINOIS 62226

SPECIAL ORDER
G-123

15 September 1965

The following detachments of the 38 Air Rescue Sq are designated and organized at locations indicated, effective 1 Oct 65:

UNIT	LOCATION	MATS ADP CODE "6"
Det 9, 38 Air Rescue Sq	Pleiku Aprt, Vietnam	P4380900
Det 10, 38 Air Rescue Sq	Binh Thuy AB, Vietnam	P4381000

Manpower authorizations will be in accordance with the CMPD. Personnel will be requisitioned in accordance with AFMs 35-11/39-11. Detachments are funded by appropriation. Equipment will be authorized in accordance with AFM 67-1. Morning Report entries will be made in accordance with AFM 171-6. Action will be reported in accordance with AFR 20-49. Authority: AFM 26-2.

FOR THE COMMANDER

W. J. ATKINS, Colonel, USAF
Director of Administrative Services

5 - Pacific Air Rescue Center
2 - AU Library
2 - AFLC (MCSEM, MCSDC)
2 - ARPC, 3800 York St, Denver, Colo
2 - 1405 Aeromed Trnsp Wg; 1254 Air Trnsp Wg (PER); 1707 Air Trnsp Wg; 1254 Air Trnsp Wg
1 - Res and Coord Sec, Ref Svc Br, MPRC, St Louis, Mo
1 - Resident Auditor, Bldg 150 Scott AFB, Ill

DISTRIBUTION
1 - Hq USAF (AFCAS-5, AFIGO, AFADS-1A)
3 - (AFMSG, AFOMO, AFQAPD, AFPMP, AFPDC)
2 - Hq MATS (MAFOIH)
1 - (MAASG, MABAC, MABBU, MAXMOEO, MADASPD, MADASAM, MADASAD, MADASAS, MABDC, MABMA, MADASR, MAIIG, MAIIGSP, MAMCE, MAMDC, MAMLG, MAMME, MAMMEE, MAMSS, MAODC, MASJA, MAXPD, MAXWP, MAXIA)
3 - (MAMSSEP)
14 - (MAPEX)
10 - (MADASAO)
7 - (MAXMOP, MAXMOR)
15 - AWSAS
30 - ARS
2 - WESTAF, APCS, EASTAF
5 - Each Detachment Concerned
5 - Comdr, Each Base Concerned
10 - PACAF

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38th Air Rescue Squadron
AIR RESCUE SERVICE (MATS)
United Statee Air Force
APO San Francieco 96307

SPECIAL ORDER
129

22 December 1965

1. CAPT MAURICE G. KESSLER, FV3024099, is designated ae Detachment Commander of Det 6, 38th Air Reecue Squadron, APO San Francieco 96227, effective thie date, vice MAJ WILLIAM T. HAYES JR., FV1912224.

2. The following officers Det 6, 38th Air Rescue Squadron, APO San Francieco 96227, are designated Functional Cneck Flight Crews for HH-43F aircraft in position indicated. Authority: Para 7-9, AFM 66-1.

Rank	Name	Position
CAPT	HAROLD D. SALEM, FV3027257	P
CAPT	DALE L. POTTER, FV3069261	P
CAPT	MAURICE G. KESSLER, FV3024099	CP
CAPT	CHARLES P. NADLER, FR32161	CP
CAPT	EDWIN A. HENNINGSON, FV3039781	CP
CAPT	KARL G. KING, FV3103564	CP
CAPT	RAYMOND L. MURDEN, FV3087594	CP
CAPT	RONALD L. BACHMAN, FR66227	CP

3. The following officers and airmen Det 6, 38th Air Rescue Squadron, APO San Francieco 96227, are assigned additional dutiee ae indicated.

CAPT CHARLES P. NADLER, FR32161

Operations Officer

CAPT EDWIN A. HENNINGSON, FV3039781

Personnel and Administrative Officer
Information Officer
Unit Historian
Records Management Officer
PRIDE Officer

CAPT DALE L. POTTER, FV3069261

Unit Supply Officer
Mobility Officer
Aseistant Maintenance Officer
Primary Ceneor

CAPT KARL G. KING, FV3103564

Security and Intelligence Offioer
Top Secret Control Officer
Custodian of Regietered and Claseified Material
Awards and Decoratione Officer
Assistant Adminietrative Offioer
Phyeical Fitnees Officer

SMSGT WILLIAM S. JOHNSON, AF19327290

First Sergeant
Unit Retention NCO

1ST LT MARK C. SCHIBLER, FR77929

Aesietant Training Officer
Aseistant Intelligenoe Officer

ATCH 8

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SO 129, 38th Air Rescue Squadron, APO San Francieoo 96307, 22 Dec 65
Continued

CAPT HAROLD D. SALEM, FV3027257

Maintenance Officer
Weight and Balance Officer
FOD Officer
Corrosion Control Officer
Vehicle Control Officer

CAPT RONALD L. BACHMAN, FR66227
Safety Officer
Unit Fire Marshall
Disaeter Control Officer

CAPT RAYMOND L. MURDEN, FV3087594

Unit Training Officer
Flight Manuals Control Officer
Assistant Operations Officer

4. The following officers and airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are appointed members of the Unit Safety Council.

CAPT MAURICE G. KESSLER, FV3024099	Chairman
CAPT RONALD L. BACHMAN, FR66227	Safety Officer/Recorder
CAPT HAROLD D. SALEM, FV3027257	Maintenance
CAPT CHARLES P. NADLER, FR32161	Operatione
MSGT MAURICE R. PANTHER, AF16072661	Safety NCO

5. The following officers and airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are appointed members of the Unit Standardization Board.

CAPT MAURICE G. KESSLER, FV3024099	Chairman
CAPT CHARLES P. NADLER, FR32161	Standardization Officer/Recorder
TSGT ALTON T. FINCHER, AF14413003	Maintenance
SSGT DAVID E. MILSTEN, AF19601684	RS/FE
TSGT KENNETH L. PERKINS, AF15466708	HS/FC

6. The following airmen Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, are designated duty as Corrosion Control Team.

MSGT MAURICE R. PANTHER, AF16072661, Team Chief
SSGT LARY G. VANCE, AF16605191
SSGT WILLIAM D. COLE, AF11299819
A1C LAWRENCE E. COOPER, AF14401785

7. SSGT DAVID E. MILSTEN, AF19601684, Det 6, 38th Air Rescue Squadron, APO San Francisco 96227, ie appointed additional duty as Physical Fitnese NCO and Disaeter Control NCO.

FOR THE COMMANDER

E. A. WILSON JR.
CWO, W-4, USAF
Administrative Servicee Officer

DISTRIBUTION
10 38th ARS
10 1360th ABGp
5 each Individual
5 Det 6, 38th ARS
1 ARS ARDAS
1 ARS ARBDC

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160

38th Aerospace Rescue and Recovery Squadron
AEROSPACE RESCUE AND RECOVERY SERVICE (MAC)
UNITED STATES AIR FORCE
APO San Francisco 96307

SPECIAL ORDER
8

18 January 1966

1. The following officers, Det 5, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96237, are designated as Rescue Co-Pilots for the CH-3C/HH-3C aircraft, DAFSC 1021Z, effective 4 October 1965.

CAPT FRANK A SCHMIDT, FV2227129
CAPT ERLING R. DRANGSTVEIT, FV3023172
CAPT WILLIAM R. UHL, FV3026353
CAPT CHARLES P. RUSH, FR69405
CAPT DONALD A. VAVRA, FR46470
CAPT DALE V. HARDY, FR74317
CAPT FRANCIS E. HENDRICKSON, FR69447
CAPT RAYMOND H. MATTHEWS, FV3009200

2. The following officers and airmen, Det 5, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96237, are designated Functional Check Flight crewmembers in positions indicated in the C/HH-3C aircraft, effective 4 October 1965.

CAPT JERRY W. JENNINGS, FV3037513	P
CAPT JAMES C. O'DELL, FV3038122	P
CAPT JAMES L. BUTERA, FR66926	P
CAPT NORMAN B. KAMHOOT, FR61288	P
CAPT EALAM L. STEARMAN, FR60210	P
TSGT DONALD J. JONES, AF18407990	FM
TSGT SPENCE C. HEYWOOD, AF19435977	FM
TSGT WILLIAM J. WARREN, AF14363083	FM
SSGT DONALD L. CHANCE, AF13404810	FM
SSGT BERKLEY E. NAUGLE, AF23997726	FM
SSGT JOE BARNES SR, AF14625952	FM
SSGT BERNARD D. LOUGHRY, AF12415672	FM
SSGT ROBERT J. WATSON, AF14470403	FM
SSGT THEODORE M. YOUNGBLOOD, AF17235041	FM
SSGT HAROLD R. SCHRADER, AF13335469	FM
SSGT WILLIAM R. GLADISH, AF14400894	FM

3. 1st Lt MARK C. SCHIBLER, FR77929, Det 3, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96304, is assigned additional duty as Unit Historian, vice CAPT EDWIN A. HENNINGSON, FV303978I.

4. TSGT PHILIP E. KELLY, AF13409515, Det 3, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96304, is designated as Non-rated Flight Examiner for Positions MT/I. AUTHORITY: Para 22-3, chapter 2, ARSM 55-I.

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ATCH 7

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SO 8, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96307, 18 Jan 66, Continued.

5. SSGT BENJAMIN SELPH, AF19581277 and A2C WILLIAM E. VANASDLAN, AF19778586, Det 3, 38th Aersopace Rescue and Recovery Squadron, APO San Francisco 96304, are designated Functional Check Flight Crewmembers in HH-43B aircraft.

6. MAJOR CHARLES E. HAMRICK, FV1910381, is designated as Detachment Commander of Det 7, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96337, effective 15 Nov 65, vice CAPT ALVA G. GRAHAM, FV3033968, relieved.

7. CAPT ERVIN L. SCHAEFER, FV2221942, is designated as Detachment Commander of Det 10, 38th Aerospace Rescue and Recovery Squadron, APO San Francisco 96215, effective 20 Nov 65.

8. So much of Special Order 118, this unit, this sta, 13 Dec 65, pertaining to the reassignment of A3C JOHNNY W. SHIPMAN, AF17654733, as reads in Item #41 "5763500 326 P577.02 2141 2161 2299" is amended to read "5763500 326 P577.02 2141 2161 2299 S503725".

FOR THE COMMANDER

E. A. WILSON JR., CWO, W-4, USAF
Administrative Services Officer

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